

Comments Received on the Project Submissions for Inclusion in the Air Quality Conformity Analysis for the 2016 CLRP and the FY 2017-2022 TIP

Comment in opposition to a project proposed for the 2016 CLRP Amendment

Submitted by: A Government Body or Representative

Wiggins, Frank *Washington, DC 20001* *3/9/2016 6:26:55 PM*

ANC-6E03. Commissioner

Subject: Bike Lanes on 6th St

Please know the constituents I represent in my SMD are totally against bike lanes on the 1200 block of 6th Street. The traffic flow will congest the area if 2 lanes are taken away for bike lanes. They are not against bike lanes in general but the area is a major thoroughfare out of the city and are against lanes on 6th. Traffic from Verizon Center and the constant traffic from the Convention Center on 7th St. Negatively effects the traffic on 6th St.

Submitted by: An Individual

Sanders, McArthur *Washington, DC 20001* *3/11/2016 9:57:11 PM*

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

As a lifelong resident, I support the NO Build Alternative on 6th Street NW.

Shaw, Richard *Washington, DC 20001* *3/11/2016 10:49:48 PM*

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

Although I live in this Shaw community, my family and friends who come into town for church services need to park. Not everyone can take the Metro. In fact, late at night some of the Metro stops are either closed or downright dangerous. I do not support protected bike lanes on 6th Street NW.

Stroman, Shantaguia *Washington, DC 20001* *3/11/2016 10:46:12 PM*

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

i support no changes on 5th or 6th Streets NW - NO Build Alternative

Burgess, Ann *Washington, DC 20001* *3/11/2016 10:43:13 PM*

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I support the NO Build Alternative on 6th Street NW.

Mazyck, Deborah *Washington, DC 20001* *3/11/2016 10:41:28 PM*

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I fully support the NO Build Alternative on 6th and 5th Streets NW.

Bennett, Darrell *Washington, DC 20001* *3/11/2016 10:36:38 PM*

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

We, the residents who live in this Shaw community, do not want the protected bike lines on 6th Street NW.

Green, Ronald D.

Washington, DC 20001

3/12/2016 4:29:15 PM

Subject: Comment in opposition to 6th St NW Bike Lanes

I like the 6th Street NW NO BUILD option, because 6th Street, NW is already heavily congested!

From surveyed information/data, 9th Street, NW is the best option!

Eaves, Paula

Washington, DC 20002

3/11/2016 10:01:15 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I prefer the NO Build Alternative on 6th Street NW. Growth is good, but somethings should remain as they are.

Mosley, Matthew

Washington, DC 20001

3/11/2016 11:16:04 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

In all my years of living and visiting this Shaw community, I have not and have yet to see a great number of bicyclists up and down 6th Street NW. Please leave our residential area as is.

Crawford, Jacqueline

Washington, DC 20001

3/11/2016 9:55:21 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I support no bike lanes on 6th Street NW. My church has services 7 days a week, and our members currently use the parking spaces on 6th Street to attend nightly services.

Sinclair, Sheryl

Washington, DC 20001

3/11/2016 9:47:54 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I like the NO Build Alternative -- please leave 5th, 6th, and 9th Streets as is. This is where our church members worship daily and we need accessible parking at all times.

Cobbs, Tamara

Washington, DC 20011

3/11/2016 9:43:15 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

The current structure of 6th Street NW should remain the same. I like the NO Build Alternative.

Price, Annette

Washington, DC 20017

3/11/2016 9:37:24 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I like the NO Build Alternative on 6th Street, NW.

Sometimes it appears that government is unconcerned about the original founding communities.

Green, Kevin

Washington, DC 20020

3/11/2016 9:34:14 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I do not want any changes to our church parking on 6th and 5th Streets NW. I want the NO Build Alternative.

Brooks, Regina

Washington, DC 20001

3/11/2016 10:05:01 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I support no protected bike lanes on 6th Street, NW. Please be aware that the City will be pushing out much needed funds if this initiative survives. Local stores and businesses will drastically suffer as well.

Anderson, Eric

Washington, DC 20001

3/12/2016 1:19:13 PM

Subject: Comment in opposition to 6th St NW Bike Lanes

Do not put protected bike lanes on 6th St NW.

Use 9th St NW, instead!

Miller, Shawn

Washington, DC 20001

3/12/2016 4:23:39 PM

Subject: Comment in opposition to 6th St NW Bike Lanes

I am opposed to Protected Bike Lanes on 6th Street, NW.

I would prefer the 9th Street, NW option.

Miller, Donya

Washington, DC 20001

3/12/2016 4:20:03 PM

Subject: Comment in opposition to 6th St NW Bike Lanes

I am opposed to Protected Bike Lanes on 6th St, NW.

I would prefer the 9th Street, NW option.

Brown, Ricky

Washington, DC 20001

3/12/2016 4:16:38 PM

Subject: Comment in opposition to 6th St NW Bike Lanes

I like the NO BUILD option on 6th Street NW, or the 9th Street NW option.

Holmes, Willie

Washington, DC 20001

3/12/2016 3:11:49 PM

Subject: Comment in opposition to 6th St NW Bike Lanes

I choose NO BUILD option,

or putting protected Bike Lanes on 9th street NW

Miller, Norvus

Washington, DC 20001

3/12/2016 2:36:30 PM

Subject: Comment in opposition to 6th St NW Bike Lanes

Opposed to 6th St NW Protected Bike Lanes

Use either NO Build, or 9th Street Bike Lanes!

Fair, Samara

Bethesda, MD 20814

3/11/2016 10:52:47 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

Coming from Maryland, my mom and I come downtown in order to go to nightly church services. If the bike lanes are put into place, then we would have to park very far away.

Stroud, Toni

Washington, DC 20001

3/12/2016 2:13:41 PM

Subject: Comment in opposition to 6th St NW Bike Lanes

Do not replace church parking with protected bike lanes on 6th St, NW!

Lyons Sr., Marvin

Washington, DC 20001

3/11/2016 11:13:08 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I recommend no changes for protected bike lanes on 6th Street NW.

Hunt-Taylor, Rikki

Washington, DC 20011

3/12/2016 8:05:37 AM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I fully support the NO Build Alternative on 6th Street NW.

Jackson, Maurice

Washington, DC 20001

3/11/2016 11:25:14 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I strongly favor no protected bike lanes on 6th Street NW

Fox, Zakia

Washington, DC 20001

3/11/2016 11:23:28 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I highly recommend no changes to 5th or 6th Streets NW.

Lawson, Samanee

Washington, DC 20001

3/11/2016 11:20:44 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I recommend no protected bike lanes on 6th or 5th Streets NW

Peterbark, William

Washington, DC 20001

3/11/2016 11:18:27 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I support NO protected bike lanes on 6th Street NW.

Garvin, Evalyn

Washington, DC 20001

3/11/2016 9:27:38 PM

Comment in opposition to a project proposed for the 2016 CLRP Amendment

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I support the NO Build Alternative on 6th Street NW

Holmes, Willie

Washington, DC 20001

3/12/2016 2:17:55 PM

Subject: Comment in opposition to 6th St NW Bike Lanes

Do not build protected bike lanes on 6th St, NW.

Either use NO BUILD, or 9th Street NW option!

McGahee, Adam

Washington, DC 20001

3/11/2016 8:15:29 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I do not want bike lanes on the 6th Street NW travel corridor

Brown, Anthony

Washington, DC 20001

3/11/2016 9:31:25 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

We do not want protected bike lanes on 6th Street NW! I favor the NO Build Alternative.

Smith, Joe

Washington, DC 20001

3/11/2016 8:33:16 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I do not want bike lanes on 5th or 6th Streets NW, under any circumstances.

Scott, Dr. Giovanni

Washington, DC 20001

3/11/2016 8:30:29 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I do not support protected bike lanes on 6th Street NW. This reduces available parking for our residents.

Blount, Denise

Washington, DC 20001

3/11/2016 8:27:32 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I support a NO-BUILD Alternative. Parking is needed for attending church services. There are five churches in the area and Sunday parking is already a nightmare!

Deadwyler, Michele

Washington, DC 20001

3/11/2016 8:24:18 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

If changes were made to add bike lanes on 6th Street NW, that would prohibit me from parking near my church on weeknights and Sundays.

Faulk, Corlette

Washington, DC 20001

3/11/2016 8:42:05 PM

Comment in opposition to a project proposed for the 2016 CLRP Amendment

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I oppose bike lanes on 6th Street NW, because it will hinder parking the for congregation of the United House of Prayer. We already face challenges with parking whenever there is an event at the Washington Convention Center. Adding bike lanes would create even more of a problem for parking. NO bike lanes on 6th Street!

Courtney, Sherelle

Washington, DC 20001

3/11/2016 8:18:27 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I do not want bikes lanes on 6th Street NW

Raycrow-Johnson, Mary

Washington, DC 20001

3/11/2016 8:44:17 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I like the NO BUILD ALTERNATIVE because a bike lane would take parking away from members of my church.

Cunningham, Deborah

Washington, DC 20001

3/11/2016 8:12:28 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

As someone who has lived in the area 40+ years, I have found the increase in bike traffic especially irritating. Many of the bikers DO NOT stop at red lights and thus become a headache to walkers like me. Cars (mostly) stop. Bikers seem to think that they are above the rules. If they're this aggressive without a designated lane, what will happen with a lane? There appear to be more than enough bike lanes in the area.

Holmes, Jennifer

Washington, DC 20001

3/11/2016 8:01:32 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I do not want protected bike lanes on 6th Street NW

McGahee, Danielle

Washington, DC 20001

3/11/2016 7:58:50 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I am against protected bike lanes on 6th Street NW

Farrell Jr., Jerome

Washington, DC 20001

3/11/2016 7:55:20 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I oppose protected bike lanes on the 6th Street NW corridor

Wilson, Bria

Washington, DC 20001

3/11/2016 2:48:09 PM

Subject: In Opposition to Protected Bike Lanes on 6th Street, NW

Adds to traffic congestion
Takes away parking

Rodney, Sterlicia

Washington, DC 20001

3/11/2016 10:34:26 AM

Subject: I OPPOSE protected bike lanes on 6th Street!

I have lived in the Shaw Neighborhood all of my life - 42 years to be exact! As a lifelong resident and now mother of two, I am writing in opposition to a project proposed for the 2016 Constrained Long Range Plan (CLRP) Amendment. Please DO NOT eliminate any travel lanes on 6th Street, NW, and replace them with protected bike lanes. This would be devastating to the present traffic congestion that I experience everyday transporting my children to/from school along 6th Street, NW. Furthermore, whenever there are major events across the street at the DC Convention Center, travel lanes along the 6th Street, NW corridor become imperative. Please DO NOT place protected bike lanes on 6th Street, NW!

Murray, Lodriguez

Washington, DC 20001

3/11/2016 8:20:58 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I just do not want any bike lanes by my church, United House of Prayer for All People.

Faulk, James

Washington, DC 20001

3/11/2016 9:05:07 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

Bike lanes on 6th Street NW are a "very" bad idea. I support the NO Build Alternative.

Avery, Antionette

Washington, DC 20001

3/11/2016 10:38:36 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I favor no protected bike lanes on 6th Street NW.

Curry, Marquita

Washington, DC 20001

3/11/2016 9:25:19 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

The bike lanes on 6th Street NW will disrupt our services drastically as we will not have parking freedom on a day-to-day basis, especially on Sundays.

Henderson, Serita

Washington, DC 20001

3/11/2016 9:22:04 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I support the NO Build Alternative on 6th Street NW.

Taylor, Ebony

Washington, DC 20001

3/11/2016 9:19:40 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I don't want no change on 6th Street NW. I support the NO Build Alternative.

Jackson, Merita

Washington, DC 20001

3/11/2016 9:13:36 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

My choice is the NO Build Alternative on 6th Street NW. I like that this does not disrupt our current residents and church parking. It's already very difficult, especially when there are events at the Convention Center.

Goodwin, Ashley

Washington, DC 20001

3/11/2016 8:37:43 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I enjoy living in the city and being able to park without restrictions. I believe that changes to the area will cause a disrupt to the neighborhood. With 5th and 6th Streets being as busy as they are, the bike lanes can cause turning and crossing conflicts. Bike lanes lead to additional road hazards for cyclists. Trying to make proper right turns can become difficult for motorists. Please take into consideration the many factors that attribute to bike lanes.

Day, Grace

Washington, DC 20001

3/11/2016 9:08:02 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I agree with the NO Build Alternative so our residents and businesses can have ample parking.

Mazyck, Elgin

Washington, DC 20001

3/11/2016 9:29:40 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I do not want bike lanes on 6th Street NW!

Washington, Nikki

Bowie, MD 20721

3/11/2016 9:03:31 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I like the NO Build Alternative! I drive to DC to attend church services, and need a place to park my car.

Garner, JoAnn

Washington, DC 20001

3/11/2016 9:01:03 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I have been living in this area for 50+ years and I drive to/from work on a daily basis. We already have a parking problem! Now the last thing we need is more parking spaces taken away from the community because of the need for bike lanes. NO bike lanes needed!

Braxton, Zounerie

Washington, DC 20001

3/11/2016 8:58:31 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

Traffic is already congested enough, especially in the downtown DC area. Those who want to travel downtown, the Metro is accessible for bicyclists as well.

Avery, James

Washington, DC 20001

3/11/2016 8:56:05 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

We don't need bike lanes on 6th Street, NW! There will be no place to park my car when I come home.

Snipes, Valerie

Washington, DC 20001

3/11/2016 8:53:13 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

My question is why do you disregard the needs of the actual people who live in the community? We are the ones impacted by these changes rather than people who would just prefer a more convenient way to get to work. I only have one way out to get to/from work or anywhere else I want to go. When there are activities at the Convention Center, it takes me 2 hours just to come from 6th & Rhode Island Avenue to 6th & L Street NW. Can you imagine if we only had one lane to go straight north/south bound?

Butler, Lisa

Washington, DC 20001

3/11/2016 8:47:25 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

Being a resident in the community, it's hard enough to find parking when there are events at the Washington Convention Center.

Coates, Sherri

Washington, DC 20001

3/11/2016 9:10:57 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

I like the NO Build Alternative on 6th Street, NW to preserve parking in our community.

Bowie, Tyrone

Washington, DC 20018

3/11/2016 10:33:45 PM

Subject: Comment in opposition to a project proposed for the 2016 CLRP Amendment

Due to lack of church parking already, I do not favor bike lanes on 6th Street NW.

Submitted by: An Organization

Green, Apostle S.

Washington, DC 20001

3/6/2016 9:16:56 PM

Dir. of Spec. Proj. for Bishop C.M. Bailey, UHOP

Subject: Significant Traffic Congestion Impacts Entirely Unaddressed in Loss of Travel Lanes on 6th St, NW

See attached.

Comment in support of a project proposed for the 2016 CLRP Amendment

Submitted by: An Individual

Hawkins, Cheryl ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Gregory Jerome, Simon ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Kitchen, Chase ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Nawas, Dina ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public

health, and road safety. Please include these amendments to the plan.

Thank you.

Pedersen, Austin ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Purdy, Eric ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Bike lanes are by far the most fiscally sound way of reducing congestion and increasing safety on our streets.

Thank you.
Eric Purdy

Hanson Damassa, Stephanie ,

3/9/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Leiken, Saul ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

Comment in support of a project proposed for the 2016 CLRP Amendment

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

--

Saul Leiken
General Manager
City Bikes, Inc.
2501 Champlain Street NW
Washington, DC 20009
office: 202.618.8102
cell: 202.733.8734

Griego, Marc ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan.

As a long-time DC resident and home owner, I believe growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Brennan, Matt ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you
Matt Brennan
209 RI Ave NE

Farrow, Olivia ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I use the L ST bike line every day. I am very grateful

Comment in support of a project proposed for the 2016 CLRP Amendment

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for it. It has saved me from countless run ins with cars, trucks, pedestrians, and buses. Yesterday, I almost got run over by a large McDonalds truck where the bike lane suddenly ends. I have no idea if the driver saw me or just did not know what to do when a bike lane suddenly ends. The area baffles everyone, whether it is a motorized vehicle or a pedestrian. The bottle neck assumes that drivers will yield to those who are smaller- this assumption almost cost me dearly.

I am perplexed as to how this permit was allowed, but I am begging DDOT to re-evaluate the situation. No one should have to get hurt or killed over this.

Thank you.

Shah, Mohna ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

This city is in desperate need of improved and continuous bike lanes!! I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.
Mohna Shah

Magnuson, Shawn ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Shawn Magnuson

Alexander, Christine ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. As a commuter along the MBT, this is an important project for me. Growing and

connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Christine Alexander

Reeser, Alex ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Harris, Janine ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Smith, Drew ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

"To the Transportation Planning Board: I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan. Thank you.

Quinn, Tom

Washington, DC

3/9/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.
Tom Quinn
5322 41st Street NW

Garafola, Cristina ,

3/8/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

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I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you,
Cristina Garafola

Hyypio, Rhegan ,

3/8/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Rhegan Hyypio Nunez
612-889-5320
74 Hawthorne Court NE
Washington, DC 20017

Veras, John ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.
Best,
John Veras
DC resident and taxpayer, ANC 2F04

Savad, Miriam ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

Comment in support of a project proposed for the 2016 CLRP Amendment

Page 15

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.
Miriam Savad, Ward 1 Resident

Lown-Hecht, Tania ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I'm an avid bicyclist in DC--I bike to work every day, as well as do errands and social engagements by bicycles. Staying safe on my bicycle is an utmost priority to me, and the safety of DC citizens is of course a priority to you.

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you very much,
Tania Lown-Hecht
1631 Kalorama Rd NW Apt 2
Washington DC 20009

Mayer-Mejia, Kristy ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan.

Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

I write this note as an active participant in the DC transportation community. I bike 5 miles to work each day, but I also own a car and use my car every weekend for longer trips.

Sincerely,
Kristy Mayer

McTiernan, Ian

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Weidman, Jonathan

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Parrott, Aaron

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Please include these amendments to the plan.

Thank you.

Aaron Parrott

Doorenbos, Anna

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

As an avid biker who believes the best way to improve cities and life in general is through more transportation options, I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Protected bikeways are the best way to show the people

Comment in support of a project proposed for the 2016 CLRP Amendment

that DC supports and loves its bikers, which will only help to get more people off the roads and onto the bikeways.

Thank you.
Anna Doorenbos

Tersch, Walter ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. The Eastern Downtown Cycletrack/ Protected Bike Lane and Met Branch Trail extension are particularly important.

Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Mr. Walter Tersch and Mrs. Jennifer Croft
Ward 5, DC

Purinton, Anna ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Gallagher, William ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.
William B. Gallagher, Jr., AIA
Principal

KGP Design Studio, LLC
1777 Church Street, NW
Washington, DC 20036

Anderson, Tove ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Tove Anderson

Werner, James

Washington, DC 20012

2/19/2016 9:21:38 PM

Subject: Constrained Long-Range Transportation Plan (

I strongly support the construction of protected and separate bike lanes in DC, especially on Blair Road from Fort Totten to Takoma. Without these bike lanes, biking from Capital Hill to Silver Spring is not safe. The bike lane along Blair road is the critical link in the Metropolitan branch Bike Trail. We need options to cars to reduce emissions of NOX and VOCs to help reduce the ozone exceedances of the NAAQS.

Koester, Michael ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Taylor, Cody ,

3/8/2016

Subject: DC Bike Lane Network Amendment

To the Transportation Planning Board:

I'm a DC resident and I use cars, buses, metro, walking, and cycling to get around. I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the

Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.
Cody Taylor
Ward 4

Mawn, Russell ,

3/8/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.
Russell A. Mawn
921 12th St SE
Washington, DC 20003-4101

McCauley, Moira ,

2/19/2016

Subject: In support of protected bike facilities

I understand that several proposed projects will remove automobile travel lanes in order to provide protected bicycle routes. I am writing in support of these changes, particularly those that extend the protected portions of the Metropolitan Branch Trail, improve the Klinge Trail connection, provide an Eastern Downtown protected bicycle route, make the area around Trinity University and Catholic University safer for people on bikes, and close the gap in bike lanes on Piney Branch road. I live in NE DC and use all of these routes regularly. I am able to get around DC without owning a car because of the extensive bike network, but I still face dangers on the road that keep me from using a bicycle for all of my trips. I look forward to changes that make biking these routes safer and allow me and my family to bike more safely. I hope these projects will be added to the Financially Constrained Long-Range Transportation Plan and funded.

Jimenez, Veronica

Washington, DC 20009

2/22/2016

Subject: Comment to the amendment to CLRP- bike lanes

I am a mother of 2 kids under 5 years old living in Columbia heights. I am in support of all the propose bike lane improvements in th CLRP but in particular there are 2 that are of essential importance for school, pleasure and errant commutes for our community.

Jakubek, Jake

Alexandria, VA 22304

2/23/2016 11:14:09 AM

Subject: Road Diets in DC

I am writing in support of the road diets being suggested for parts of the District of Columbia. This will make the street safer for all involved and allow for better sidewalks and bicycle facilities.

Tilney, Carolyn ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

Comment in support of a project proposed for the 2016 CLRP Amendment

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Carolyn Tilney

Szibler, Stephen

Washington, DC 20001

2/20/2016 12:22:10 AM

Subject: Completing Gaps in Cycling Infrastructure

I'm happy to see the emphasis on new cycling infrastructure in my neighborhood, especially the proposed protected lanes on 4th, 5th and 6th Sts. Completing gaps in the MBT and others is also key to transportation in DC.

Rhode Island and Florida Aves are also heavily travelled and could use protected lanes, and at least consistently marked sharrows for now.

Gaps in the Washington, Baltimore, and Annapolis trail at both ends and in the middle at the Patuxent River should have immediate attention.

Steil, Matthew

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Fairbanks, Emilie

Washington, DC 20017

2/19/2016 8:51:13 PM

Subject: DC Bike Lanes and MBT connection

I support the plans to add bike lanes to extend the MBT and to extend the bike lanes from Union Station. As a Brookland resident who bikes as my major form of transit, it is vital that there are bike lanes into the city and extending the MBT. I would love to be able to bike from my neighborhood to Ft Totten to catch the Green Line or even into Silver Spring but right now there is no safe way. I bike into DC for work but right now I park my bike at Union Station and take Metro into the city because riding from Union Station to Gallery Place where I work is just too hazardous. I only learned to ride a bike later in life so I can't speed through traffic like some talented cyclists do, but I would still love to be able to use my bike to get to work safely. The MBT is one of the reasons I've continued to live in Brookland. Please expand it so we can all use it to bike, walk, and travel around the city without cars as much as possible.

Vanderwerff, Matt

Washington, DC 20011

2/19/2016 3:57:18 PM

Comment in support of a project proposed for the 2016 CLRP Amendment

Page 21

Subject: I support DC's planned bike infrastructure investments

I strongly support the planned additions for bicycling infrastructure in DC. In particular as someone who leaves only two blocks from Blair Road, I strongly support the removal of one of the North bound lanes to create a shared use path that completes the MBT. This part of Blair does not need to 2 lanes north-bound and I say this as an immediate neighbor and someone who drives this stretch of Blair as well as someone who bikes.

Feingold, Steven

Washington, DC 20011

2/19/2016 2:05:07 PM

Subject: Yes to bike lane on Harewood Rd!

Creating a protected bike lane on the 1-way portion of Harewood Rd next to the cemetery would be extremely beneficial for both calming traffic and making biking in the area much easier and safer. I can't wait to see this implemented!

Hampton, Tim

Washington, DC 20010

2/19/2016

Subject: new bike lanes

Thank you for your proposal to add further bike infrastructure in various parts of DC. Every one of these is a worthy project, in fact I wish there were more.

I ride daily with my 2 children on the bike with me, and I can't say enough about how these lanes increase our safety. I know the lanes take away a little bit of car lanes, but this will not cause safety problems for anyone.

Anyone who makes life safer for my children has my heartfelt gratitude.

Yocco, Dane

Washington, DC 20008

2/19/2016 12:58:46 PM

Subject: Addition of bike lanes in four key areas

I applaud the MWCOC and DDOT for their inclusion of bike lanes in four key areas of Washington, DC. I and many other bike commuters will particularly benefit from the addition of bike lanes along Constitution and Louisiana Avenues, connecting the East/West bicycle facilities along the National Mall to the Metropolitan Branch Trail. I am further pleased to see that DDOT intends to implement these new facilities within the year. Thank you for making the safety of cyclists in the city a priority and for

these new facilities.

Respectfully,
Dane Yocco

Graham, Nate

Washington, DC 20003

2/19/2016 10:55:26 AM

Subject: Bike Facilities in DC

It's time to close these key gaps in the bike facilities network in DC. Making safe bicycle lanes and trails connect continuously through major neighborhoods helps provide real transportation options for residents and commuters, in much less space than SOVs require. Make this happen.

Tersch, Walter

Washington, DC 20002

2/22/2016 12:53:02 PM

Subject: I strongly support the DC Dedicated Bicycle Lane Network.

The Dedicated Bike Lane Network's connections are much-needed, are well-considered, and will enhance our roads' safety for everyone. I am a car-owner and bike-commuter, and actively engaged in Ward 5's Edgewood community. I really appreciate the leadership to connect DC's bike lane grid, and to complete crucial off-street routes like the Met Branch Trail.

Watrous, Abby

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Renedo, Florencia

3/8/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Burns, Mike

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

Comment in support of a project proposed for the 2016 CLRP Amendment

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bike ways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Aguirre, Lucy ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Lucy Aguirre
Washington, DC 20002

Gant, Amanda ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. I love the stuff you are doing around Brookland, Trinity U and Catholic U. Please include these amendments to the plan.

A bike lane to get from Columbia Heights to Brookland via Irving Street. Biking this stretch of road is treacherous and scary, but the only way to be connected.

Thank you for letting me know if there's anything in the works for an East to West bike lane.

~ Amanda

Leonardi, Amanda ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to

reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Ehrsam, Laurie ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Lutenegger, Brian ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Sincerely,

Brian J. Lutenegger
1845 Summit Place NW #704
Washington, DC 20009

Kauffmann, Peter ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Koczela, Jack ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Sincerely,

Jack Koczela

Chair, Mayor's Recreational Trail Advisory Committee

Gross, Jason ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Ruben, Adam ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

"To the Transportation Planning Board: I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan. Thank you.

Sisto, Sam ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you,

Sam Sisto

Covert Weber, Lauren ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.
Lauren Weber

Barnes, Douglas ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank You.

Douglas Barnes
4820 Brandywine Street NW
Washington DC 20016

Barkhausen, Henry ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Chan, Terrie ,

3/7/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Still, Stephen

RESTON, VA 20191

3/12/2016 2:34:26 PM

TBP Citizens Advisory Committee

Subject: DC Bicycle Facility CLRP Project

I am very much in support of expanded bicycle facilities throughout the region.

However, I think the submission regarding several new bike facilities in DC can be improved.

From viewing the map attached to the project description, the new facilities appear to be disjointed and ad hoc.

Please elaborate how these new facilities:

- 1) Are part of an interconnected regional bicycle network
- 2) Which of these require future facilities to fully integrate into a connected system
- 3) Which of these provide multi-modal transportation links by giving improved access to Metro stations or other modes

Thank you for investing in bike facilities, but putting the new bike facilities in a broader context will be most helpful.

Regards,
Stephen Still, COG Citizens Advisory Committee

Neptune, Amelia

3/10/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you,

Amelia Neptune
919 Hughes Mews NW
Washington, DC 20037

Barnwell, Carolyn

3/11/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Comment in support of a project proposed for the 2016 CLRP Amendment

Carolyn Barnwell

Dooling, Robb ,

3/12/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you.

Wetzel, Samantha ,

3/8/2016

Subject: DC Dedicated Bicycle Lane Network Amendment

To the Transportation Planning Board:

I write in support of the 2016 DC Dedicated Bicycle Lane Network Amendment to the Financially Constrained Long Range Transportation Plan. Growing and connecting the region's network of protected bikeways is critical to reducing congestion and improving air quality, public health, and road safety. Please include these amendments to the plan.

Thank you,
Samantha Wetzel
Ward 5

General comment on the 2016 CLRP Amendment

Submitted by: An Individual

Seelig, Steven

Washington, DC 20015

2/22/2016 12:04:19 PM

Subject: DDOT Bike Infrastructure Proposals

I strongly support each of the DDOT proposals to increase bike infrastructure. I particularly applaud the notion of creating more off-road, protected bike lanes so that both me and my 7 year old can cycle to and from school, safely and without worry. Kudos for the Harewood Road proposals, in particular.

Comment in opposition to a project proposed for the 2016 CLRP Amendment

Submitted by: An Individual

Crane, Damon

Washington, DC 20010

2/19/2016 3:57:51 PM

Subject: DC Streetcar Extension

As a taxpaying resident of the District of Columbia, I would strenuously reject any additional monies spent on what has become known internationally as "DC's Rolling Blunder".

Our local DDOT has proven time, and time again over the past 10 years and 4 mayoral administrations that it is woefully incapable of managing the planning or execution of such projects.

The existing "test alignment" on H Street is 5 years late and more than 100 million dollars over budget, and has cost more than twice the highest estimate the City gave when it initially funded it.

Even after a decade, it will open without a way to pay fares as DDOT still hasn't determined how to get customers to pay for it.

Operationally, even if it produces the pie-in-the-sky revenue projected, it still will require nearly an 80% yearly operational subsidy due to low farebox recovery.

If transportation is the purpose (we all know K Street is the most heavily developed corridor in the city so it can't be to encourage development) , then convert the K Street access lanes to dedicated bus lanes as a trial exercise as it costs virtually nothing. The short and long term capital required is exponentially less than building yet another streetcar line. We can use existing fleet buses and serve a fundamental transportation need for pennies on the dollar compared to the streetcar.

Comment in support of a project proposed for the 2016 CLRP Amendment

Submitted by: An Individual

Hennigan, Garrett

Washington, DC 20017

2/22/2016 10:52:16 PM

Subject: Prioritize transit and bike lanes in the CLRP

I am writing in support of the proposed DDOT Streetcar extension to Georgetown (and associated lane reductions), in support of the proposed DC dedicated bike lane network, in support of the DC 16th Street bus priority lane, and the Crystal City to Pentagon City transitway.

Each of these projects should be adopted into the CLRP because they stand to make significant changes in how people choose to get around the most congested areas of the region. By repurposing space typically used by single occupant vehicles for active transportation or high capacity, predictable transit, these projects prioritize affordable mobility, cost effective, and city-healthy transportation. As a region, we should be further prioritizing transportation projects that aim to reduce the number of cars and single occupant vehicles, not just reduce congestion. It is telling that so many of DC's projects involve reducing lanes, while so many SHA, PGDPWT and MCDOT projects involve widening and more highway access. Please ensure the transit and bike lane projects are added to the CLRP.

Thanks you.

Comment on other regional transportation issue

Submitted by: An Individual

Bulshteyn, Oleg

Alexandria, VA 22301

2/18/2016 10:59:06 AM

Subject: Modern Streetcars!

Greetings,

I believe that modern streetcars shall become an essential element of the Washington, DC area transportation plan! They offer numerous benefits compare to buses including zero air pollution, traffic calming, induced land development, and low noise level to name a few.

Also, whatever you do please follow The Smart Growth Manual developed by Andres Duany, Jeff Speck, and Mike Lydon in order to create a built environment where people would enjoy being in.

Comment in support of a project proposed for the 2016 CLRP Amendment

Submitted by: An Individual

Mrykalo, Jerry

Gainesville, VA 20155

2/19/2016 6:29:35 PM

Subject: VRE Haymarket Extension

I highly support the VRE extension project. Additional east-west transportation options to Gainesville-Haymarket are vital, the only inbound routes are the over-capacity I-66 and single lane Route 29 thru the battlefield. This project provides a valuable alternate mode, as well as driving economic growth.

Comment in support of a project proposed for the 2016 CLRP Amendment

Submitted by: An Organization

Muchnick, Allen

Arlington, VA 22204

2/19/2016 7:08:44 PM

Arlington Coalition for Sensible Transportation

Subject: I-66 inside the Beltway Environmental Assessment

The attached document is the statement I presented at the February 17th TPB meeting, asking the TPB to "ensure that the upcoming NEPA study [Environmental Assessment] for the four-mile eastbound widening of I-66 is carefully scoped and crafted to develop and establish a new and robust long-term plan for wisely managing the I-66 inside the Beltway Multimodal Corridor for many years to come, to best move more people and minimize highway congestion and travel times.

VDOT's CLRP Project Description Form for this project, dated 2/10/16, should to be updated in advance of the March 16 TPB meeting to adequately describe the parameters for the upcoming NEPA study for the I-66 widening and to include the \$140 million in federal and state funds that are being allocated for that highway reconstruction project.

General comment on the 2016 CLRP Amendment

Submitted by: An Organization

Clement, Audrey

Arlington, VA 22205

2/22/2016 1:08:55 PM

Arlington Coalition for Sensible Transportation

Subject: I66 Widening

As you know, a plan recently approved by the Northern Virginia Transportation Commission (NVTC) that would have tolled I-66 inside the Beltway in 2017 and widen it later only if necessary was scuttled in a deal worked out between Virginia Governor Terry McAuliffe and tolling opponents in the Virginia General Assembly.

Under the new plan VDOT will widen eastbound I-66 between the Dulles Toll Road and Exit 71 at Fairfax Drive in exchange for federal highway funds to pay for the added lane--at a cost of \$140 million--and tolls to pay for more transit. The Governor bills the deal as a compromise and says he's happy with it. Another official who is happy with it is Delegate Jim LeMunyon of Centreville, who led the opposition to tolling I-66.

Even as he whipped up anti-tolling hysteria along the I-66 corridor, LeMunyon didn't oppose tolling himself. He just opposed tolling without widening. Yet a cost benefit analysis mandated by HB 599, legislation that LeMunyon himself sponsored in 2012, shows tolling alone as the most cost effective solution to congestion on I-66 on every objective metric reported.

http://www.ctb.virginia.gov/resources/2015/dec/pres/Presentation_I66Inside.pdf

Nevertheless Governor McAuliffe thinks he's dodged a bullet, because tolling opponents could have insisted on widening I-66 all the way to Rosslyn.

In fact that is precisely what Delegate LeMunyon wants to do. He is the principal patron of HJR 110, which requires the Virginia Secretary Transportation to study:

- adding "one, two, and three new lanes and multi-modal capacity to Interstate 66 in each direction between the Capital Beltway and Washington, D.C.";
- combining Route 29 and I66 in Arlington into a limited access, double deck highway;
- buying up land for additional lanes; and
- selling air rights to pay for it.

<http://leg1.state.va.us/cgi-bin/legp504.exe?161+ful+HJ110>

My principal objection to the "compromise" is not that it will dump induced traffic at a key intersection in Ballston where plans for 1,000 new units of hi-rise housing with parking are also in the works—thus making Ballston a dangerous place to walk or ride a bike. Think Tysons Corner. My objection to the deal is that it is just the first leg in a plan that will ultimately pave over Arlington with an eight to ten lane super highway as per HJR 110 and dump the induced traffic at the terminus of I-66 on Constitution Avenue in DC.

Comment in opposition to a project proposed for the 2016 CLRP Amendment

Submitted by: An Individual

Heier, Deanna

Dunn Loring, VA 22027

3/12/2016 8:51:45 PM

Subject: Unaddressed community comments

While VDOT has attended many meetings with the community about the I-66 Outside the Beltway program, they have yet to address (or even respond to) several key areas that will endure a significant impact if this megaproject moves forward with the currently proposed design.

Attached you will find a letter the Dunn Loring community submitted to VDOT on August 11, 2015 and again on February 9, 2016 that documents the community's remaining concerns about the significant impacts on the community surrounding the I-66/I-495 interchange and possible alternatives we have asked the project team to consider. These alternatives would reduce the cost and environmental impact of this project.

Specifically, we have asked that further evaluation be given to the following areas (details are in the August 11, 2015 letter):

- Impact of expansion of Gallows Bridge/Road (an ancillary road project being included as part of the I-66 megaproject)
- Impacts to Stenwood Elementary School
- Impact of new 495 Northbound general purpose lanes connector ramps to 66 Eastbound/Westbound general purpose lanes
- Impact on community quality of life during and after construction
- Lack of proper evaluation of the Community's 'Do No Harm' proposal

Despite Ms Hamilton's public remarks to the TPB that VDOT is committed to continuing to work with the community, to date, we have received no response to this letter or seen any progress in the design as to how these impacts will be addressed.

Given the extent of the impact and the thousands of people in this region that will be impacted, we ask that VDOT be held accountable in responding to the community on how these comments have been or will be addressed.

Best regards,
Deanna M. Heier, PhD
Representative Dunn Loring resident

Hackett, Lydia

Vienna, VA 22180

3/12/2016 9:32:34 AM

Subject: Environmental impact

The environmental impact of what vdot Proposes for outside the beltway has negative implications for the surrounding neighborhoods and schools. Taking down the tree buffer will affect the air pollution even more, not to mention the noise pollution.

The excessive number of ramps along with their height and lack of adequate sound walls will have a noise impact that will be horrendous! Now let's mention the visual impact of all that concrete!
The current HOT lanes haven't been in operation long enough to be really studied. Why the rush to build more so soon? I'm on the roads almost daily , and I see very few cars using the I 495 lanes, everyone is still stuck in traffic.

Graham, Michele

Vienna, VA 22180

3/12/2016 9:39:57 AM

Resident Dunn Loring Woods

Subject: Dunn Loring Woods residents property values will decrease

Our family saved for years to be able to afford our first home. We finally purchased a home in Dunn Loring Woods and now feel our property value will decrease dramatically with the added noise from this proposed expansion.

Lee, Siew

Dunn Loring, VA 22027

3/12/2016 9:56:06 AM

Subject: Opposition to I-66 Outside the Beltway

Dear Sir/Madam,
I am writing to oppose to the I-66 Outside the Beltway project's significant impacts to Dunn Loring/Vienna/Falls Church communities and environment. I would like to request for your careful review and consideration of the following comments regarding VDOT's revised Environmental Assessment (EA) as part of the Air Quality Conformity Analysis to assess whether the I-66 Outside the beltway project will truly make wise use of federal/taxpayer funding to implement multimodal public transit options (as it has claimed) and address the I-66 traffic congestion.

It is also critical to require VDOT to continue to eliminate/minimize the significant and negative impacts to the environment and communities as the result of I-66 Outside the Beltway expansion and tolling.

* Less than half of the projected new noise impacts will be addressed.

* The Preferred Alternative would result in property loss for 208 parcels (197 partial takings are not documented in VDOT report).

* The Preferred Alternative would result in 11 residential displacements, including loss of affordable housing near transit. Per VDOT, "this number is not inordinately high given the size of the project".

* The proposal ignores viable alternatives that would reduce the project footprint and environmental impact and induces traffic on ancillary roads and neighborhoods.

* VDOT report does not document the vertical impact of the project, including new ramp structures that will tower over neighborhood soundwalls. No noise mitigation plan has been proposed.

* Loss of 118 acres of wooded areas, 60 acres of floodplains, 30 acres of wetlands, 106 streams will significantly impact our water and air quality and displace wildlife. No stormwater mitigation plan has been proposed.

* The Preferred Alternative design (Alternative 2D) continues to have a significant impact on Stenwood Elementary school, affecting property, environmental sustainability, student and staff safety, and the quality of future educational programming both during and after construction.

* The project might result in possible compensation events that would prevent extension of Orange line and limit public transit options to relieve traffic congestion.

Thank you in advance for TPB's thorough review and consideration.

Sincerely,
Siew Lee

sedlak, carol

vienna, VA 22180

3/12/2016 9:56:22 AM

Subject: 66 expansion outside the beltway

In opposition to expansion of 66 outside the beltway for the following reasons:

* Less than half of the projected new noise impacts will be addressed.

* The Preferred Alternative would result in property loss for 208 parcels (197 partial takings are not documented in VDOT report).

* The Preferred Alternative would result in 11 residential displacements, including loss of affordable housing near transit. Per VDOT, "this number is not inordinately high given the size of the project".

* The proposal ignores viable alternatives that would reduce the project footprint and environmental impact and induces traffic on ancillary roads and neighborhoods.

* VDOT report does not document the vertical impact of the project, including new ramp structures that will tower over neighborhood soundwalls. No noise mitigation plan has been proposed.

* Loss of 118 acres of wooded areas, 60 acres of floodplains, 30

acres of wetlands, 106 streams will significantly impact our water and air quality and displace wildlife. No stormwater mitigation plan has been proposed.

* The Preferred Alternative design (Alternative 2D) continues to have a significant impact on Stenwood Elementary school, affecting property, environmental sustainability, student and staff safety, and the quality of future educational programming both during and after construction.

* The project might result in possible compensation events that would prevent extension of Orange line.

Farrar, Kathleen

Vienna, VA 22180

3/12/2016 12:11:47 PM

Subject: Neighborhood impact

This project will destroy our neighborhood Dunn Loring Woods, Vienna, Va. I live here and the noise and traffic is already horrible. There is no consideration for us at all, yet we pay an extra transportation surtax. Do not increase traffic, please increase rapid bus transportation instead, like New York City. But you've probably already signed the deal, haven't you.

Heier, Robb

Dunn Loring, VA 22027

3/12/2016 9:30:30 PM

Subject: Opposition to I-66 Outside the Beltway Project

I am opposed to the inclusion of the I-66 Outside the Beltway project in the 2016 CLRP based on the following environmental and community impacts:

* The project will result in the loss of 118 acres of wooded areas, 60 acres of floodplains, 30 acres of wetlands, and 106 streams and will significantly impact our water and air quality and displace wildlife. No stormwater mitigation plan has been proposed.

* Less than half of the projected new noise impacts caused by the project are proposed to be addressed.

* VDOT's EA report does not document the vertical impact of the project, including new ramp structures that will tower over neighborhood soundwalls. No noise mitigation plan has been proposed.

* The Preferred Alternative would result in property loss for 208 parcels (197 partial takings were not documented in VDOT's Revised EA report upon public review in February).

* The Preferred Alternative would result in 11 residential displacements, including loss of affordable housing near transit.

* The Preferred Alternative design (Alternative 2D) continues to have a significant impact on Stenwood Elementary school,

Comment in opposition to a project proposed for the 2016 CLRP Amendment

affecting property, environmental sustainability, student and staff safety, and the quality of future educational programming both during and after construction.

* The proposal ignores viable alternatives that would reduce the project footprint and environmental impact and induces traffic on ancillary roads and neighborhoods (including alternatives at Stenwood Elementary school and the community's 'Do No Harm' alternative)

* The project risks inclusion of compensation events that would prevent extension of Orange line. There are no protections against this in the current contract terms/negotiations (compensation event start and end date terms must be carefully reviewed).

Hii, Leon

Dunn Loring, VA 22027

3/12/2016 10:19:02 AM

Subject: Opposition to I-66 Outside the Beltway

Dear TPB,

I am a current student at Stenwood Elementary and I oppose to the I-66 Outside the Beltway project that will cause environmental impacts to my school, neighbors and community. We need safe streets to walk/bike to/from school. We need clean air to stay healthy. We do not need unnecessary noise pollution from construction and traffic to affect our learning. We already have a small outdoor space for our outdoor activities and cannot afford to lose more space to the I-66 Outside the Beltway project and Gallows Road expansion. I thank you for your careful review of the project goal and impacts to remove negative impacts to my school, home and community.

Thankfully,
Leon Hii

Sund, Kelly

Vienna, VA 22180

3/12/2016 1:34:49 PM

Subject: I-66 Outside the Beltway Corridor Improvement

I am opposed to the I-66 Outside the Beltway Corridor Improvement plan. It will have a horrible impact on my neighborhood.

Szente, Andrew

Vienna, VA 22180

3/12/2016 9:02:28 PM

Subject: Don't toll I-66

* Less than half of the projected new noise impacts caused by the project are proposed to be addressed.

* The Preferred Alternative would result in property loss for 208 parcels (197 partial takings are not documented in VDOT report).

* The Preferred Alternative would result in 11 residential displacements, including loss of affordable housing near transit. Per VDOT, "this number is not inordinately high given the size of the project".

* The proposal ignores viable alternatives that would reduce the project footprint and environmental impact and induces traffic on ancillary roads and neighborhoods.

* VDOT's report does not document the vertical impact of the project, including new ramp structures that will tower over neighborhood soundwalls. No noise mitigation plan has been proposed.

* Loss of 118 acres of wooded areas, 60 acres of floodplains, 30 acres of wetlands, 106 streams will significantly impact our water and air quality and displace wildlife. No stormwater mitigation plan has been proposed.

* The Preferred Alternative design (Alternative 2D) continues to have a significant impact on Stenwood Elementary school, affecting property, environmental sustainability, student and staff safety, and the quality of future educational programming both during and after construction.

* The project might result in possible compensation events that would prevent extension of Orange line. There are no protections against this in the current contract terms/negotiations.

Chua, Bee

Dunn Loring, VA 22027

3/12/2016 10:15:17 PM

Subject: Oppose Transform 66 outside the beltway

I am a retired disabled person. I oppose to the Transform 66 outside the beltway project. Not only I will lose my public transprrt accessible house, The project greatly affect my remaining life, and it brings great impact to the entire community.

Highlights of Impacts:

* Less than half of the projected new noise impacts will be addressed.

* The Preferred Alternative would result in property loss for 208 parcels (197 partial takings are not documented in VDOT report).

* The Preferred Alternative would result in 11 residential displacements, including loss of affordable housing near transit. Per VDOT, "this number is not inordinately high given the size of the project".

* The proposal ignores viable alternatives that would reduce the project footprint and environmental impact and induces traffic on ancillary roads and neighborhoods.

* VDOT report does not document the vertical impact of the project, including new ramp structures that will tower over neighborhood soundwalls. No noise mitigation plan has been proposed.

* Loss of 118 acres of wooded areas, 60 acres of floodplains, 30 acres of wetlands, 106 streams will significantly impact our water and air quality and displace wildlife. No stormwater mitigation plan has been proposed.

* The Preferred Alternative design (Alternative 2D) continues to have a significant impact on Stenwood Elementary school, affecting property, environmental sustainability, student and staff safety, and the quality of future educational programming both during and after construction.

* The project might result in possible compensation events that would prevent extension of Orange line.

Hirka, Julie

Vienna, VA 22180

3/12/2016

Subject: I66 Outside the Beltway Project Comments for Upcoming TPB Meeting

I am totally opposed to the I66 Outside the Beltway project. VDOT has not done the necessary air quality tests. They have not specifically tested the air quality near Stenwood and Marshall Elementary Schools or Oakton High School which are situated next to the I66. A study done in 2013 is inadequate. Stenwood Elementary is also next to the I66/495 interchange which was just torn down and rebuilt for the 495 HOT lanes and is proposed to be rebuilt yet again for the I66 HOT Lanes. This is unacceptable as it brings the highway closer to the school taking part of it's property and also the rebuilding produces even more small particles to diminish air quality. The air quality must be measured near Stenwood Elementary before any further tear down/rebuild. This project could be stopped at Nutley street to save taxpayers a billion dollars and the air quality and health of the students and citizens at Stenwood Elementary and the new Mosiac and Halstead districts at Merriifield next to the Dunn Loring Metro.

The project also has significant problems pertaining to watershed plans. Grandfathering is simply unacceptable. Make VDOT do this right for the environment surrounding the highway.

This project is all about an ineffective toll road network. The citizens and the environment deserve and could pay for with a P3 like the purple line for an orange line extension to Centreville.

Please do not continue to accept this very bad plan as something that will alleviate the congestion on I66 Outside the Beltway. It is very expensive for little reduction as are the 495, 95 and 395 HOT lanes. It doesn't meet the cost or the environmental criteria necessary for inclusion on the CLRP and shouldn't be there.

Very Sincerely,

Julie L. Hirka

Getz, George

Vienna, VA 22180

3/14/2016 9:52:31 AM

Subject: opposed to I-66 project

I'm strongly opposed for several reasons, most important the project's vertical impact, which will destroy property vales and create a LOT more noise, and no noise mitigation has been proposed. Plus this project was seriously flawed from the start because it totally glossed over improvements to public transportation, presumably to funnel more \$\$ to the construction interests who just happen to fund the politicians. Shame on all of you, especially our so-called public servants.

Getz, George

Vienna, VA 22180

3/14/2016 9:52:22 AM

Subject: opposed to I-66 project

I'm strongly opposed for several reasons, most important the project's vertical impact, which will destroy property vales and create a LOT more noise, and no noise mitigation has been proposed. Plus this project was seriously flawed from the start because it totally glossed over improvements to public transportation, presumably to funnel more \$\$ to the construction interests who just happen to fund the politicians. Shame on all of you, especially our so-called public servants.

Heier, Deanna

Dunn Loring, VA 22027

3/12/2016 9:24:25 PM

Subject: Alternatives to Reduce Impact & Cost of I-66 Outside Beltway Project

At the October public hearings on the I-66 Outside the Beltway project, VDOT designers informed community members that it would be possible to work within the existing sound wall barriers and negate the need to take land from Stenwood Elementary and adjacent property owners. This would significantly reduce the environmental impact of the project (impact on the Stenwood Elementary community is documented in the attached). If the project footprint and environmental impact can be reduced, it should be done so now and not reserved as an option for later.

VDOT continues to publicly state that they are committed to reducing the impact of the I-66 project on the surrounding community. The community continues to hope this is truly the case. However, despite this information being known since October 2015, no changes have been made to date.

Please hold VDOT accountable to addressing (and at the very least responding to) the community's concerns.

Best regards,
Deanna Heier
Dunn Loring resident and Stenwood Elementary School
parent

Hii, Kwong

3/12/2016

Subject: Oppose to the I-66 outside the beltway expansion

My name is Kwong Hii, from Dunn Loring. I strongly oppose the current I-66 outside the beltway project. In the current I-66 preferred alternative, my home will still

be one of the 11 homes to be completely taken by Eminent Domain for the I-66 project. Also, there are more than 160 partial takings remain on the map that greatly impacting our Dunn Loring/Vienna community.

We have a meeting with VDOT. VDOT admitted that they still have not analyze the "Do No Harm" alternative that our communities have proposed last spring. Many concerns have still not been addressed so far.

The taking of these homes in Dunn Loring are NOT for expanding I-66. VDOT takes these homes to widen Gallows road from Dunn Loring to Tyson corner. The I-66 expansion only requires the Gallows Road Bridge to be elongated, but not widened. Please request VDOT to re-evaluate the need to widen Gallows road as part of this project as it is unnecessary:

- 1) it has NO relation to improving congestion on I-66,
- 2) it will add unnecessary cost and environmental impact to the project (including eminent domain acquisition costs),
- 3) it will induce more cars on the street that runs through Dunn Loring, our transit-friendly, walk and bicycle-accessible residential neighborhood and school.
- 4) it makes Gallows road harder to cross for hundreds of commuters, families and children attending Stenwood Elementary and Kilmer Middle school everyday.

Congratulations everyone here, USA Today has ranked Washington DC #1 in the cities with the worse traffic in 2015. It came up from rank # 9 in 2013 and rank #8 in 2014. Can't you see that express lanes does not work? We need mass transit.

Even if I-66 needs to be improved, TOLL/Managed lanes should not be the top choice of implementation. As we can see, VA has wasted billions of dollars building the 495/95 express lanes, where drivers are paying tolls to move faster to the bottleneck a few miles further down. Most people have already foreseen the same situation in the Transform66 project, where drivers pay the high price for toll to get to the beltway, but hit the bottleneck at the I-66 inside the beltway that will not be widened according to VDOT's plan for I-66 inside the beltway.

VDOT has the choice not to take my home. But they are drawing large number of houses to be taken "just in case" they need the land. For the past 13 months, my family have been living in fears and stress, nightmares after nightmares about being chased out from our home. Please stop this and save our community in Dunn Loring before it is too late.

<http://www.usatoday.com/story/money/2015/09/04/24-7-wallst-10-cities-worst-traffic/71701622/>

<http://www.usatoday.com/story/news/nation/2014/06/04/worst-traffic-cities/9926213/>

<http://www.usatoday.com/story/money/cars/2013/05/04/worst-traffic-cities/2127661/>

We will continue to stand strong to oppose as this project has too great of an environmental and community impact as long as these impacts remain.

Subject: Opposition to I-66 Outside the Beltway Project

The attached comments document opposition to the proposed I-66 Outside the Beltway project being submitted for inclusion in the CLRP based on significant environmental and community concerns, particularly in the area surrounding the 495/66 interchange. These comments were submitted to VDOT after review of the Revised Tier 2 EA (which is still under review/revision). The project has not received a "finding of no significant impact" as required by the National Environmental Policy Act and should not be included in the CLRP until the analysis has been completed and approved.

Beatty, Gregory

Vienna, VA 22180

3/12/2016 9:44:03 PM

Subject: I66 expansion outside the beltway

I have major concerns about the current understanding of the plans to expand I66 at and outside the beltway. I don't believe that the impacts of air quality or noise have been fully assessed and that they will effect residents along the expansion and in particular students at Stenwood Elementary.

* Less than half of the projected new noise impacts will be addressed.

* The Preferred Alternative would result in property loss for 208 parcels (197 partial takings are not documented in VDOT report).

* The Preferred Alternative would result in 11 residential displacements, including loss of affordable housing near transit. Per VDOT, "this number is not inordinately high given the size of the project".

* The proposal ignores viable alternatives that would reduce the project footprint and environmental impact and induces traffic on ancillary roads and neighborhoods.

* VDOT report does not document the vertical impact of the project, including new ramp structures that will tower over neighborhood soundwalls. No noise mitigation plan has been proposed.

* Loss of 118 acres of wooded areas, 60 acres of floodplains, 30 acres of wetlands, 106 streams will significantly impact our water and air quality and displace wildlife. No stormwater mitigation plan has been proposed.

* The Preferred Alternative design (Alternative 2D) continues to have a significant impact on Stenwood Elementary school, affecting property, environmental sustainability, student and staff safety, and the quality of future educational programming both during and after construction.

* The project might result in possible compensation events that would prevent extension of Orange line.

Khurana, Sonia

Dunn Loring, VA 22027

3/12/2016 9:35:12 PM

Subject: VDOT report does not have complete information

After submitting comments for about a year now, I'm still unable to find answers to the many questions that the community has asked multiple times.

We need to see the research that has been done for other alternatives that would reduce the project footprint. Why is the research for those alternatives not shared with the public?

There is a loss of approximately 210 acres which will have a significant impact on the environment. Where is the storm water mitigation plan? Are we moving forward with this proposal without planning for negative impacts it will cause. Do those plans exist and if so, how can the public access them?

The Stenwood Elementary School is still impacted significantly due to the proposed alternative. Despite the property and environmental impacts, the major concern is the safety of students and staff. How will VDOT/county address these?

How will the traffic flow, student safety, foot traffic to the metro be managed during the construction.

What is the plan to mitigate the noise to have the least impact to residents and students during the construction.

Thank you in advance for addressing these concerns,
Sonia

Beatty, Theresa

Vienna, VA 22180

3/12/2016 9:29:55 PM

Subject: Major reservations about I-66 expansion

I have major reservations about the I-66 corridor improvements planned for outside the beltway. The so-called "preferred alternative" does not adequately address noise, air quality, and other environmental impacts of the project, especially considering the number of residences and schools in very close proximity to the highway. There are viable alternatives that would reduce the footprint and environmental impact of the project but these have been dismissed without full consideration. Other aspects that have not been adequately addressed include:

* The vertical impact of the project, including new ramp structures that will tower over neighborhood soundwalls. No noise mitigation plan has been proposed.

* Loss of 118 acres of wooded areas, 60 acres of floodplains, 30 acres of wetlands, 106 streams will significantly impact our water and air quality and displace wildlife. No stormwater mitigation plan has been proposed.

* Significant impact on Stenwood Elementary school, affecting property, environmental sustainability, student and staff safety, and the quality of future educational programming both during and after construction.

Thank you for your consideration of this input.

Anderson, Robin

Vienna, VA 22180

3/12/2016 11:25:11 AM

Subject: Outside Beltway Rt 66 Expansion

I live on rt 66. When I am in my backyard during the summer I smell the exhaust of cars on 66. there is a wall. more traffic is going to compound the air quality. I am a life long resident of Northern Va. I remember fighting the development of 66 inside the beltway as a child. I have made my home here.

In addition, I feel shaking in the house from the truck traffic. I cannot leave windows open at night due to traffic noise.

Expanding 66 will only make matters worse.

I used to have wildlife come up the corridor of 66 and access my yard due to a storm sewer runoff that goes under the yard. I used to have deer, raccoons, possums, turtles and foxes. In recent years, I don't see as much wildlife anymore.

in the summer, I see bats at dusk and fear that tearing down trees will destroy their habitat. There are lots of mosquitoes in the summer and they control that population.

I didn't mean to deviate from the air quality issue, but the whole environment will be effected, what we have left of it.

When the beltway was expanded a lot of wildlife that was in the beltway corridor seemed to temporarily migrate into my yard. What will happen to the current wildlife residents along 66?

Thank you for considering my comments. I don't think the Virginia Transportation Board is taking a lot of citizens concerns seriously.

Submitted by: An Organization

Hii, Kwong

Dunn Loring, VA 22027

3/12/2016 9:52:05 PM

Save Dunn Loring

Subject: Oppose Transform 66 outside the beltway

My name is Kwong Hii, from Dunn Loring. I strongly oppose the current I-66 outside the beltway project. In the current I-66 preferred alternative, my home will still be one of the 11 homes to be completely taken by Eminent Domain for the I-66 project. Also, there are more than 160 partial takings remain on the map that greatly impacting our Dunn Loring/Vienna community.

We have a meeting with VDOT. VDOT admitted that they still have not analyze the "Do No Harm" alternative that our communities have proposed last spring. Many concerns have still not been addressed so far.

The taking of these homes in Dunn Loring are NOT for expanding I-66. VDOT takes these homes to widen Gallows road from Dunn Loring to Tyson corner. The I-66 expansion only requires the Gallows Road Bridge to be elongated, but not widened. Please request VDOT to re-evaluate the need to widen Gallows road as part of this project as it is unnecessary:

- 1) it has NO relation to improving congestion on I-66,
- 2) it will add unnecessary cost and environmental impact to the project (including eminent domain acquisition costs),
- 3) it will induce more cars on the street that runs through Dunn Loring, our transit-friendly, walk and bicycle-accessible residential neighborhood and school.
- 4) it makes Gallows road harder to cross for hundreds of commuters, families and children attending Stenwood Elementary and Kilmer Middle school everyday.

Congratulations everyone here, USA Today has ranked Washington DC #1 in the cities with the worse traffic in 2015. It came up from rank # 9 in 2013 and rank #8 in 2014. Can't you see that express lanes does not work? We need mass transit.

Even if I-66 needs to be improved, TOLL/Managed lanes should not be the top choice of implementation. As we can see, VA has wasted billions of dollars building the 495/95 express lanes, where drivers are paying tolls to move faster to the bottleneck a few miles further down. Most people have already foreseen the same situation in the Transform66 project, where drivers pay the high price for toll to get to the beltway, but hit the bottleneck at the I-66 inside the beltway that will not be widened according to VDOT's plan for I-66 inside the beltway.

VDOT has the choice not to take my home. But they are drawing large number of houses to be taken "just in case" they need the land. For the past 13 months, my family have been living in fears and stress, nightmares after nightmares about being chased out from our home. Please stop this and save our community in Dunn Loring before it is too late.

We will continue to stand strong to oppose asthis project has too great of an environmental and community impact as long as these impacts remain.

Comment on other regional transportation issue

Submitted by: An Individual

Gleditsch, Caroline and Finnegan

Vienna, VA 22180

3/12/2016 10:03:48 AM

Subject: Proposed I-66 Outside the Beltway Expansion

VDOT has not done its job to fully address the impact of this project on affected citizens. The environmental consequences, including greatly increased air, noise, light, and water pollution, have not been adequately addressed. Stenwood Elementary is also severely, and more than 200 land taking are projected. The Do No Harm option is much more preferable to the citizen base, but that option has not been fully evaluated. The public is NOT in support of this project in its current projected form.

Comment on the draft Scope of Work for the Air Quality Conformity Analysis of the 2016 CLRP Amendment

Submitted by: An Individual

Gleditsch, Rhonda and Greg

Vienna, VA 22180

3/12/2016 9:57:55 AM

Subject: Air Quality Controls for I-66 Outside the Beltway/Dunn Loring

Please fully evaluate the impact of air quality for the proposed I-66 expansion outside the Beltway. You must do everything possible to ensure the health of our children. Our property is in the middle of this mess. We have very young children, and so do most of our neighbors. As well, Stenwood Elementary borders the interstate, too. Combining this w/the Merrifield and proposed Gallow Road improvements, automobile traffic and resultant emissions will grow exponentially. Please consider ALL available measures to mitigate impact.

Comment in support of a project proposed for the 2016 CLRP Amendment

Submitted by: An Organization

Manney, Nancy-jo

Springfield, VA 22150

3/11/2016 11:14:29 AM

Greater Springfield Chamber of Commerce

Subject: Endorsement of the I-395 Express Lanes project, 2016 update to the CLRP

I write today on behalf of the Greater Springfield Chamber of Commerce representing the interests of businesses in Burke, Fairfax Station, Franconia, Kingstowne, Lorton Station, Newington and Springfield, Virginia.

Transportation improvements have been one of our top priorities since our Chamber's founding in 1957. We believe that continual enhancements and maintenance to our transportation network are essential to economic growth in northern Virginia. We have long supported the use of high occupancy toll lanes in our region including I-495 and I-95. We further support the extension of the I-395 Express Lanes north to the DC line.

We urge the National Capital Region Transportation Planning Board to endorse the I-395 Express Lanes project for air quality analysis and inclusion in the 2016 update to the Region's Financially Constrained Long-Range Plan.

The I-395 Express Lanes will bring much needed additional highway and transit capacity, reduce congestion, improve commute times, provide guaranteed funding for transit, and enhance access to the Pentagon, the District of Columbia and other regional activity centers.

Thank you for your consideration.

Comment in support of a project proposed for the 2016 CLRP Amendment

Submitted by: An Individual

Riemenschneider, David ,

3/11/2016

Subject: Support Virginia Updates to 2016 CLRP

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-395 Express Lanes and the I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2016 Constrained Long Range Plan (CLRP).

These improvements are long overdue.

I-395 and I-66 are integral links and connectors for nearly every Northern Virginia jurisdiction and major activity center. Congestion along these critical corridors threatens our region's economic viability and global competitiveness.

The I-395 Express Lanes will provide much needed additional capacity for single occupant drivers and dedicated annual funding for corridor transit improvements.

I-66 is arguable Northern Virginia's most congested corridor. Upgrades inside and outside the Capital Beltway will provide the new highway and transit capacity and flexibility needed to address the region's 21st century needs.

Please support these projects for air quality conformity testing and ultimate inclusion in the CLRP.

Sincerely,
David Riemenschneider
Leesburg, Virginia

Holstead, Patrick ,

3/11/2016

Subject: Support Virginia Updates to 2016 CLRP

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-395 Express Lanes and the I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2016 Constrained Long Range Plan (CLRP).

These improvements are long overdue.

I-395 and I-66 are integral links and connectors for nearly every Northern Virginia jurisdiction and major activity center. Congestion along these critical corridors threatens our region's economic viability and global competitiveness.

The I-395 Express Lanes will provide much needed additional capacity for single occupant drivers and

dedicated annual funding for corridor transit improvements.

I-66 is arguable Northern Virginia's most congested corridor. Upgrades inside and outside the Capital Beltway will provide the new highway and transit capacity and flexibility needed to address the region's 21st century needs.

Please support these projects for air quality conformity testing and ultimate inclusion in the CLRP.

Sincerely,
Patrick Holstead
Leesburg, Virginia

Huber, James ,

3/11/2016

Subject: Support Virginia Updates to 2016 CLRP

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-395 Express Lanes and the I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2016 Constrained Long Range Plan (CLRP).

These improvements are long overdue.

I-395 and I-66 are integral links and connectors for nearly every Northern Virginia jurisdiction and major activity center. Congestion along these critical corridors threatens our region's economic viability and global competitiveness.

The I-395 Express Lanes will provide much needed additional capacity for single occupant drivers and dedicated annual funding for corridor transit improvements.

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Sincerely,
James Huber
Leesburg, Virginia

Flocos, Tasso ,

3/11/2016

Subject: Support Virginia Updates to 2016 CLRP

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-395

Comment in support of a project proposed for the 2016 CLRP Amendment

Page 50

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Sincerely,
Tasso Flocos
McLean, Virginia

Crown, Packie

3/11/2016

Subject: Support Virginia Updates to 2016 CLRP

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We must do everything we can to facilitate transportation improvements in the Metro Washington Region. Continued degradation of the transportation network puts the economy of the region at extreme risk. Moreover, traffic congestion poses a significant national safety issue that is not openly discussed by certainly exists.

Sincerely,
Packie Crown
Leesburg, Virginia

Zaplin, Edward ,

3/11/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
Edward Zaplin
3201 Jermantown Road, Suite 300, Fairfax, VA 22030,
Virginia

Carey, Amy ,

3/11/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
Amy Carey
Clifton, Virginia

Birtwistle, D

3/11/2016

Subject: 2016 CLRP

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These improvements are long overdue.

I-395 and I-66 are integral links and connectors for nearly every Northern Virginia jurisdiction and major activity center. Congestion along these critical corridors threatens our region's economic viability and global competitiveness. Daily, hundreds of thousands of individuals and businesses rely on these major facilities for their livelihood. These improvements will provide much needed relief.

The I-395 Express Lanes will provide much needed additional capacity for single occupant drivers and dedicated annual funding for corridor transit improvements.

I-66 is arguably Northern Virginia's most congested corridor. Upgrades inside and outside the Capital Beltway will provide the new highway and transit capacity and flexibility needed to address the region's 21st century needs.

Please support these projects for air quality conformity testing and ultimate inclusion in the CLRP.

David Birtwistle
Herndon

Litzenberger, Barbara

Centreville, VA

3/11/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
Barbara Litzenberger
Centreville, Virginia

Norton, Jon

3/11/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
Jon Norton
3066 Gatehouse Plaza, Virginia

Moore, Keith

3/12/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
Keith Moore
2032 Belmont Rd NW, District of Columbia

Parrott, Kristen

Clifton, VA

3/12/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
Kristen Parrott
Clifton, Virginia

Moore, Mark

3/11/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
Mark Moore

McCann, James ,

3/10/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
James McCann
8219 Leesburg Pike Suite 800, Virginia

Rigby, Pete ,

3/9/2016

Subject: Support Virginia Updates to 2016 CLRP

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I strongly urge the NC RTPB to support new dedicated bus lanes along eastbound and westbound lanes of I-66. The Board needs now to construct an elevated highway with a first-class magnetic high speed train and dedicated transit along the I-66 corridor. This should be done in phases with the first phase from West Falls Church Metro to the Vienna Metro - the next phase should be from Vienna Metro to Rte 28 and the final phase should be from Rte 28 to Rte 15.

I strongly suggest that the Board get started with a first class train service in Nation's Capital and use current technology that have been implemented in other parts of the world - Japan, Spain, Germany etc to install a high speed rail system as part of the Purple Line. This will be the first logical step in upgrading our third world train system.

Sincerely,
Pete Rigby
13705 Stonehunt Court, Virginia

Smithson, Shaun

3/10/2016

Subject: Support Virginia Updates to 2016 CLRP

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Please support these projects for air quality conformity testing and ultimate inclusion in the CLRP.

Please move forward with the 66 hot lanes project.
Critical!

Sincerely,
Shaun Smithson
Alexandria, Virginia

Hower, Erik ,

3/10/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
Erik Hower
Oak Hill, Virginia

Forehand, Michael ,

3/9/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
Michael Forehand
2665 Prosperity Avenue, #119, Fairfax, Virginia

Chase, Bob

3/11/2016

Subject: 2016 CLRP

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-395 Express Lanes and the I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2016 Constrained Long Range Plan (CLRP) These improvements have been held political hostage for too long.

The I-395 Express Lanes will provide much needed additional capacity for single occupant drivers and dedicated annual funding for corridor transit improvements. Absent political parochialism they would be operational today complete with a substantial new funding for public transit. It is essential that efforts to further delay this project by loading it up with unreasonable demands be rejected.

I-66 outside the Beltway is one of the region's most unreliable corridors. Heavily congested conditions force thousands of vehicles onto adjacent roadways. The proposed Express Lane configuration is a common sense multi-modal solution that will save area residents and businesses time and frustration. VDOT is to be commended for its efforts to minimize this project's footprint/neighborhood impacts.

I-66 eastbound inside the Beltway is another example of an obvious problem and solution held political hostage despite numerous TPB-commissioned Skycomp studies showing it to be one of region's most congested peak and non-peak period corridors and multi-modal studies showing that the addition of a third eastbound lane is essential to maximizing the benefits of new transit services, The bipartisan compromise negotiated by Governor McAuliffe and legislators is a sound multi-modal solution the provides badly needed new highway capacity, transit

services and 24/7 reliability.

All three of these projects have great regional significance and are most worthy of your support for air quality conformity testing and inclusion in the 2016 CLRP.

Robert Chase
Falls Church, VA

Dalrymple, Ed

3/9/2016

Subject: Support Virginia Updates to 2016 CLRP

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Please support these projects for air quality conformity testing and ultimate inclusion in the CLRP.

The ability to travel across the region without hours of delay is critical to our business.

Sincerely,
Ed Dalrymple
Mineral, Virginia

Talomie, Michael

3/10/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
Michael Talomie
5715 Old Forest LN, Virginia

Baynard, Tracy

3/9/2016

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These projects provide multi-modal benefits in a variety of ways. They provide additional road capacity that will allow additional bus transit service and more predictable bus transit service; some of them will provide funding to purchase additional buses and fund more bus service via tolls collected and they provide more road capacity for

non-transit vehicles.

With the completion of these projects Northern Virginia should have a highly effective regional system of managed lanes to address our growing jobs and population.

Sincerely,
Tracy Baynard
6128 Manchester Park Circle, Virginia

Bognet, Jennifer ,

3/10/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
Jennifer Bognet
1644 White Pine Dr Vienna, Virginia

Looney, Mark ,

3/10/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
Mark Looney
McLean, Virginia

Litzenberger, John

3/11/2016

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This is the most cost effective way to improve traffic flow on I66. After studying this issue in depth, it is definitely the best option. I am a former Fairfax County Planning Commissioner and thoroughly understand this problem as related to both land use and transportation.

Sincerely,
John Litzenberger
6609 Smiths Trace, Centreville, Virginia

Dorcsis, Chris ,

3/10/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
Chris Dorcsis
, Virginia

Reid, Erin ,

3/10/2016

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Sincerely,
Erin Reid
Alexandria, Virginia

Yauss, William ,

3/9/2016

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Sincerely,
William Yauss
Vienna, Virginia

smith, Jeff ,

3/9/2016

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I support the proposed upgrades.

Sincerely,
Jeff smith
903 North Irving St, Virginia

Fahl, Douglas

3/11/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
Douglas Fahl
18735 Woodburn Rd, Virginia

Moore, Goodwin ,

3/10/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
Goodwin Moore
, Virginia

Manley, Michael ,

3/11/2016

Subject: Support Virginia Updates to 2016 CLRP

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Please support these projects for air quality conformity testing and ultimate inclusion in the CLRP.

Sincerely,
Michael Manley
, Virginia

Anderson, Brett

3/11/2016

Subject: Support Virginia Updates to 2016 CLRP

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-395 Express Lanes and the I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2016 Constrained Long Range Plan (CLRP).

These improvements are long overdue.

I-395 and I-66 are integral links and connectors for nearly every Northern Virginia jurisdiction and major activity center. Congestion along these critical corridors threatens our region's economic viability and global competitiveness.

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Sincerely,
Brett Anderson

, Virginia

Conques, Billy

3/11/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
Billy Conques
, Virginia

Manley, Maria

3/11/2016

Subject: Support Virginia Updates to 2016 CLRP

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Comment in support of a project proposed for the 2016 CLRP Amendment

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Sincerely,
Maria Manley
, Virginia

Bibeault, Nicole ,

3/10/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
Nicole Bibeault
Leesburg, Virginia

WHITE, RONNY ,

3/10/2016

Subject: Support Virginia Updates to 2016 CLRP

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-395 Express Lanes and the I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing

Comment in support of a project proposed for the 2016 CLRP Amendment

Page 71

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Sincerely,
RONNY WHITE
7940 GAINSFORD COURT BRISTOW, Virginia

Wallace, Jennifer

3/11/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
Jennifer Wallace
, Virginia

Ward, John ,

3/11/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
John Ward
Gaithersburg, Maryland

Manley, Katie ,

3/11/2016

Subject: Support Virginia Updates to 2016 CLRP

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Comment in support of a project proposed for the 2016 CLRP Amendment

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Sincerely,
Katie Manley
, Virginia

PAYNE, NANCY

3/10/2016

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Sincerely,
NANCY PAYNE
8 SKYVIEW DR, West Virginia

Elliott, Kate

3/10/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
Kate Elliott
3600 39th St NW, District of Columbia

Komiss, William

3/10/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
William Komiss
Falls Church, Virginia

Smith, Nancy ,

3/10/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
Nancy Smith
McLean, Virginia

Dorcsis, Jennifer ,

3/10/2016

Subject: Support Virginia Updates to 2016 CLRP

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Sincerely,
Jennifer Dorcsis
12801 Classic Springs Dr, Virginia

Bouweiri, Kristina

3/11/2016

Subject: Support Virginia Updates to 2016 CLRP

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-395 Express Lanes and the I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2016 Constrained Long Range Plan (CLRP).

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Please support these projects for air quality conformity testing and ultimate inclusion in the CLRP.

Sincerely,

Kristina Bouweiri
Sterling, Virginia

McDuffie, Barbara

3/10/2016

Subject: Support Virginia Updates to 2016 CLRP

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Please support these projects for air quality conformity testing and ultimate inclusion in the CLRP.

Sincerely,
Barbara McDuffie
Tysons, Virginia

Submitted by: An Organization

Ingrao, Mark

Reston, VA 20190

3/12/2016 10:50:40 AM

Greater Reston Chamber of Commerce

Subject: Inclusion of the I395 & I66 in the CLRP

Dear Chairman Lovain,
Please find the attached letter expressing the Greater Reston Chamber of Commerce's support for inclusion of the I-395 and I-66 projects in the CLRP.

Thank you for your thoughtful consideration.

Best,
Mark

Veverka, Josh

Fairfax, VA 22031

3/12/2016 10:52:36 AM

Northern Virginia Association of Realtors

Subject: NVAR Comments on I-66 and I-395 air quality analysis and inclusion in the 2016 update to the Region'

Good Afternoon,

Please see the attached comment letter from the Northern Virginia Association of Realtors® (NVAR) urging the National Capital Region Transportation Board to endorse projects on the I-66 Corridor both inside and outside the Capital Beltway and I-395 for air quality analysis and inclusion in the 2016 update to the Financially Constrained Long-Range Plan.

NVAR considers transportation one of its top priorities and improving our regional transportation network as essential for sustained regional prosperity and continued growth of the real estate market.

Thank you for your consideration.

Comment in support of a project proposed for the 2016 CLRP Amendment

Submitted by: An Individual

Shaw, Brendon

3/12/2016

Subject: Public Comment Re: Key Virginia Projects

Dear Chairman Lovain:

The Prince William Chamber of Commerce considers transportation one of its top priorities and improving our regional transportation network as essential for sustained regional prosperity.

On behalf of our 1350 members and the 70,000 individuals they employ throughout the region, the Prince William Chamber of Commerce urges the National Capital Region Transportation Planning Board (TPB) to endorse the following key Virginia projects for air quality analysis and inclusion in the 2016 update to the Region's Financially Constrained Long-Range Plan (CLRP).

VIRGINIA

- I-395 Express Lanes – Brings much needed additional highway and transit capacity to the corridor, provides dedicated annual funding for expanded transit service to help reduce congestion and travel times, and enhances access to the Pentagon and other regional activity centers.
- I-66 Corridor Improvements Outside the Capital Beltway – By phasing construction to meet demand, this amended project provides urgently needed new highway and transit capacity, expands carpooling and bus services, and reserves space for Metro extension in a highly congested corridor that today moves work- and non-work trips, goods and services between virtually every Northern Virginia locality.
- I-66 Corridor Improvements Inside the Capital Beltway – The accelerated addition of a third eastbound lane concurrent with peak period/peak direction tolling, transit and bike/pedestrian improvements, TDM, and other measures unlocks a major regional chokepoint, improves regional connectivity and job access and protects neighborhoods.

The Prince William Chamber of Commerce also urges the TPB to endorse the widening of Route 28 to 8 lanes plus auxiliary lanes between I-66 and Westfields Blvd., and the VRE Extension project, however we suggest that Gainesville is a more realistic terminus for the project, while right-of-way should be preserved for a future extension to Haymarket.

Thank you!

Sincerely,

Brendon Shaw
Director of Government Relations
Prince William Chamber of Commerce
9720 Capital Ct., Suite 203; Manassas, VA 20110
Direct: 571-765-1875; Cell: 703-408-4689

Submitted by: An Organization

Forehand, Mike *Tysons, VA 22102* *3/12/2016 11:03:54 AM*
Northern Virginia Chamber of Commerce

Subject: Comment Letter from the Northern Virginia Chamber of Commerce: Additions and Changes Proposed for In

Chairman Lovain and Members of the National Capital Area
Transportation Planning Board,

Please see the attached letter from the Northern Virginia Chamber of Commerce (formerly the Fairfax Chamber) urging the TPB's endorsement of the I-395 Express Lanes and the I-66 corridor improvements both inside and outside the Capital Beltway for air quality analysis and inclusion in the 2016 update to the region's Financially Constrained Long-Range Plan (CLRP).

We appreciate your consideration regarding this critical issue to our region. Please reach out if you have any questions.

Fauls, Brian *Leesburg, VA 20177* *3/12/2016 11:02:18 AM*
Loudoun County Chamber of Commerce

Subject: Projects for Air Quality Analysis and inclusion in 2016 CLRP

Please find attached the Loudoun County Chamber of Commerce's comments on the 2016 update to the region's Financially Constrained Long-Range Plan. Thank you for your time and consideration of our comments.

Biggar, Barry *Fairfax, VA 22030* *3/12/2016 11:07:10 AM*
Visit Fairfax

Subject: Endorsement and Letter of Support

To whom it may concern:

Please find attached our letter to be entered into the Public Comment for the significant items outlined in it. Should you require anything further, please do not hesitate to contact me.

Lindgren, Jon *Chantilly, VA 20151* *3/12/2016 11:08:26 AM*
Northern Virginia Building Industry Association

Subject: NVBIA - TPB Support Letter

Attached please find NVBIA's support letter for several key Northern Virginia projects for consideration for air quality conformance testing.

Please don't hesitate to contact me with any questions regarding our letter of support.

Hiteshue Smith, Nancy *McLean, VA 22102* *3/12/2016 11:12:08 AM*
Northern Virginia Transportation Alliance

Subject: Comments on Additions/Changes Proposed for Inclusion in 2016 CLRP Amendment

Comment in support of a project proposed for the 2016 CLRP Amendment

Attached please find comments from the Northern Virginia Transportation Alliance on proposed major additions and changes for inclusion the 2016 CLRP amendment.

Hall, Terri

Dulles, VA 20166

3/12/2016 10:59:21 AM

Washington Airports Task Force

Subject: CLRP

Attached is the Washington Airports Task Force's comment re the 2016 Constrained Long-Range Plan.

Comment in support of a project proposed for the 2016 CLRP Amendment

Submitted by: An Individual

Southard, Jeff

3/11/2016

Subject: I-395

On behalf to the more than 320 corporate members of the Virginia Transportation Construction Alliance, I am writing today in support of the I-395 Express Lanes project. In order for Northern Virginia to remain economically competitive it is critical that there is a 21st century transportation infrastructure system in that region. Improvements to Interstate 395 are central to the development of that transportation network. With the 95 and 495 Express Lanes open for business, it is now time to turn our focus to reducing congestion and improving travel times in this critical north-south connector. Virginia's decision to extend the Express Lanes in the I-395 corridor combined with expanded transit options means real relief to the thousands of commuters and businesses that suffer daily in I-395 congestion. More importantly, this project is vital in further developing a regional HOT Lanes network which has proven to effectively reduce congestion in the region. In short, we strongly believe that upgrading I-395 with Express Lanes and transit options is essential to the Northern Virginia region remaining economically competitive long into the 21st century.

Jeffrey C. Southard
Executive Vice President
Virginia Transportation Construction Alliance
620 Moorefield Park Drive
Richmond, VA 23236
PH: 804-330-3312
FX: 804-330-3850
www.vtca.org

Manney, Nancy-jo

3/11/2016

Subject: Endorsement of the I-395 Express Lanes project, 2016 update to the CLRP

Dear Chairman Lovain:

I write today on behalf of the Greater Springfield Chamber of Commerce representing the interests of businesses in Burke, Fairfax Station, Franconia, Kingstowne, Lorton Station, Newington and Springfield, Virginia.

Transportation improvements have been one of our top priorities since our Chamber's founding in 1957. We believe that continual enhancements and maintenance to our transportation network are essential to economic growth in northern Virginia. We have long supported the use of high occupancy toll lanes in our region including I-495 and I-95. We further support the extension of the I-395 Express Lanes north to the DC line.

We urge the National Capital Region Transportation Planning Board to endorse the I-395 Express Lanes project for air quality analysis and inclusion in the 2016 update to the Region's Financially Constrained Long-Range Plan.

The I-395 Express Lanes will bring much needed additional highway and transit capacity, reduce congestion, improve commute times, provide guaranteed funding for transit, and enhance access to the Pentagon, the District of Columbia and other regional activity centers.

Thank you for your consideration.

Sincerely,

Nancy-jo Manney

Nancy-jo Manney, Executive Director
Greater Springfield Chamber of Commerce
6434 Brandon Ave, Ste 208, Springfield, VA 22150
703-866-3500 | springfieldchamber.org
Find us on Facebook | Follow on Twitter

Comment in support of a project proposed for the 2016 CLRP Amendment**Submitted by: An Organization**

Townsend, John
AAA Mid-Atlantic

Washington, DC 20005

3/12/2016 11:11:24 AM

Subject: Comments On Additions and Changes Proposed for Inclusion in the Air Quality Conformity Analysis of t

To the National Capital Region Transportation Planning Board (TPB).

We submit the following comments on the additions and changes proposed for inclusion in the 2016 CLRP amendments.

General comment on the 2016 CLRP Amendment

Submitted by: An Individual

Scheufler, Mark

Manassas Park, VA 20111

3/7/2016 1:06:53 PM

Subject: Comments to Major Additions and Changes Proposed for Inclusion in the 2016 CLRP Amendment

See attached comments.

Muchnick, Allen

Manassas, VA 20110

3/11/2016 3:18:06 PM

Subject: CLRP Inputs for Arlington Memorial Bridge

As recently reported in the media, Arlington Memorial Bridge is in serious need of a major rehabilitation and reconstruction whose cost is estimated to exceed \$250 million. Since the funds for this reconstruction project have not been identified or allocated, and the Federal Highway Administration has forecast that, without this extensive rehabilitation, the Arlington Memorial Bridge will have to be closed to all motor vehicle traffic within five years, the CLRP inputs for 2021 and beyond should be adjusted for the permanent closure of Arlington Memorial Bridge to all motor vehicle traffic.

Boles, Margaret

Glenn Dale, MD 20769

2/15/2016 1:47:52 PM

Subject: Plans for improving Air Quality in Metro Area

Dear Members of the TPB,

It seems, to me, that the Board is forgetting that Prince George's County is part of the Metro area. There are great plans for DC and VA, but MD has been left out of the plan for improved air quality. We have the Beltway and BWParkway that are major air polluters because of slow travel during rush hours. We need you to see promoting and improving rail transit, i.e. Metro and use of multi passenger vehicles, also Purple line and bike lanes in our area as part of an aggressive move to improve transportation in the area and to improve air quality. Thanks for the opportunity to comment. Hope someone is listening.

Margaret Boles
President, Willow Grove Citizens' Association
Secretary, Prince George's County Justice and Advocacy Council

Submitted by: An Organization

Schwartz, Stewart

Washington, DC 20002

3/12/2016 11:12:59 AM

Coalition for Smarter Growth

Subject: 2016 CLRP Comments

Attached

United House of Prayer For All People®

628 M Street, NW • Washington, DC 20001 • (202) 289-9890, EXT 14 • Fax (202) 289-4008

HONORABLE C. M. BAILEY, BISHOP

Saturday, March 5, 2016

URGENT & TIME SENSITIVE!

Honorable Roger Berliner (c/o CBean@mwkog.org)
Chairman
Metropolitan Washington Council of Governments (COG) Board of Directors

Honorable Kenyan McDuffie (c/o CBean@mwkog.org)
Vice Chairman
Metropolitan Washington Council of Governments (COG) Board of Directors

RE: Significant Traffic Congestion Impacts and Homeland Security Issues Entirely Unaddressed by DC Department of Transportation (DDOT) in its 2016 Long Range Plan, that will reduce roadway capacity through converting the existing roadway configuration from four general purpose travel lanes, alongside the United House of Prayer National Headquarters, to two general purpose travel lanes, and protected bicycle lanes in the 1200 Block of 6th Street, NW, Washington DC [See Already Existing PIXs of Traffic Congestion, attached to Email, Conveying this Correspondence. Also, Press Release, attached, re: 2016 Nuclear Summit of World Leaders at DC Convention Center. AIPAC and Israeli Prime Minister come regularly to DC Convention Center. Presidential Inaugural Balls, and Activities held at DC Convention Center. (Past practices involve closing of 7th St NW to Metrobus & automobile traffic: all re-routed to 6th St, NW travel corridor, now being considered by the Transportation Planning Board (TPB) for loss of general purpose travel lanes, in lieu of protected bike lanes.)]

Dear Sirs:

In light of federal law requirements, regulations and policies that your TPB not disproportionately affect low-income or minority communities, [Bishop C.M. Bailey, CEO & Sole Trustee of the United House of Prayer, with 137 congregations, and situate among some 28 States in the Nation, has asked that these urgent and time sensitive concerns, as set forth in further detail, below, be conveyed to you on or before March 12, 2016, while the record on this matter before the Board \(TPB\) remains open.](#) The National Headquarters Congregation of the United House of Prayer sits along the West side of the 1200 Block of 6th Street, NW, and is presently facing the same pressures of that have forced ten (10) or more African American churches to relocate outside of the District of Columbia. These current pressures stem

from the loss of parking, after nearly 90 years of such parking, and the resulting inability of the parishioners to now assemble and worship, in the 1200 Block of 6th Street NW, to make way for the advent of “protected bike lanes” in that block, as presently before your board, for action. This vibrant Congregation serves as the hub for the several locations of the United House of Prayer in the DC Metropolitan area. In addition, it also anchors an important, traditionally underserved community, which includes a historically low-income and minority community in Downtown Washington DC. [This National Headquarters Congregation also hosts services three times a day, every day of the week, along with a variety of community outreach activities and programs.](#) In addition to the multiple national worship observances of the United House of Prayer hosted at this 6th St, NW location each year, to which our national membership come by busloads, even the Congressional Black Caucus hosts its Annual Gospel Extravaganza at this 6th St, NW location, in September of each year, bringing in guest choirs by several buses from the congressional districts of the various Members of Congress.

Sitting within the periphery of the DC Convention Center, Downtown Washington DC, the United House of Prayer houses over 1,000 individuals and families of low to moderate income, in affordable rental housing, at rent schedules established by the church ranging from as much as \$500 to \$1,000 below published FMR by USHUD,. This stock of affordable housing is all erected and maintained by the United House of Prayer, over a number of decades, and now forms the nucleus of an important low-income and minority community in and around the DC Convention Center, in Downtown Washington DC. It is for this reason that Bishop C.M. Bailey was pleased to learn that, “as a matter of longstanding TPB policy and a requirement of federal law, the regional transportation planning process makes special efforts to consider the concerns of underserved communities, including low-income and minority communities.”

In fact the Religious Freedom Restoration Act (“RFRA”) and the Religious Land Use and Institutionalized Persons Act (“RLUIPA”) require that planning options be pursued that do **NOT** impact on the ability of our parishioner to have less parking and, as a result, retard their constitutionally protected rights of religious freedom and equal protection of the laws, in retarding their ability to assemble and worship. [Even the DC DOT has pointed out clear alternatives that present less burdensome options to the church, but have resorted to leaving the decision in the hands of bicyclists throughout the District of Columbia, many of whom live far outside of the impacted area of the 1200 Block of 6th St, NW, which the longstanding location of the National Headquarters of the United House of Prayer.](#) To ensure that these concerns are heard, the TPB established the Access for All Advisory Committee (AFA) in 2001. So we reach out to AFA, in our role as the 90-year anchor in our minority community in Downtown, Washington, DC.

Bishop C.M. Bailey is writing to you to respectfully avail on your good offices to avoid the similar fate of other prominent African American churches, which have been forced to relocate outside of the District of Columbia, as a result of transportation policies that crippled access by the membership to their place of assembly and worship. [As your own policies and procedures so clearly and concisely set forth in writing, in cases of discrimination by disparate impact, “the focus is on the consequences of a decision, policy or practice rather than on the intent.”](#)

Coming now before your Board (TPB) is the 2016 Long Range Plan of the DC Department of Transportation, which addresses, among other things, DC Dedicated Bicycle Lane Network of Multiple Street Segments Throughout the City. Of particular concern is the thrust of this project to reduce roadway capacity through converting the existing roadway configuration from four general purpose travel lanes, alongside the United House of Prayer National Headquarters, to two general purpose travel lanes, a center turn lane and protected bicycle lanes, all alongside our National Headquarters, in the 1200 Block of 6th Street, NW. The practical realities of this unwise reconfiguration, presented for approval of the TPB after nearly 90 years of the peaceful existence of the United House of Prayer, as the anchor of stability for this one last minority community remaining in Downtown Washington DC, are as follows:

1. 6th Street, NW already bears massive traffic jams from events at the DC Convention Center, such as the annual Washington Area Auto Show, just one block removed from our National Headquarters Congregation.
2. In some cases Metro buses and private automobile traffic are diverted to 6th Street, NW, due to street closures around the DC Convention Center, as mandated by Homeland Security, when the President and other World Leaders are present for high profile events, and the security of such persons are paramount. The AIPAC and the Israeli Prime Minister, along with our President regularly are guests at the DC Convention Center, whereupon 7th Street, NW is shut down, and all Metrobuses and automobile traffic is re-routed to 6th St, NW travel lanes.
3. Just a few blocks South of our National Headquarters Congregation, sits the Verizon Sports Arena, which is host to National Hockey Leagues games, and NBA professional basketball games, with 25,000-30,000 in attendance, at such events. The traffic exodus from such regularly occurring events is along the 6th St, NW travel corridor, North to New York Avenue and, subsequently, to I-395N to Maryland, or I-395S to Virginia.
4. [Attendant to this project, with a DEADLINE of May 6, 2016, is a Congestion Management Information report.](#) Unfortunately, if no consideration is given by TPB now, ahead of close of its present Comment period of March 12, 2016, the ability of COG and TPB to make prudent and rational decisions on these hereinabove concerns expressed to you by Bishop C.M. Bailey may be severely hampered. Before GOG and TPB, now, are considerations as to traffic travel lane reconfigurations on 6th St, NW that will reduce four general purpose travel lanes down to two general purpose travel lanes, so as to accommodate protected bike lanes in the 1200 Block of 6th Street, NW. [See PIXs, of traffic congestion: on the occasion of church funeral at our National Headquarters Congregation, recently conducted on Saturday, February 13, 2016, as attached to Email message conveying this correspondence to you.]
5. Having occupied this site for many decades, now, the United House of Prayer does not need a study to appreciate the daily traffic congestion, we experience at this site, which increases exponentially when Metro buses and automobile traffic is rerouted from 7th Street, NW to 6th Street, NW, or rolling-street-closures are in place on 7th Street NW, due to Homeland Security directions.

In closing, please know that Bishop C.M. Bailey is **NOT** opposed to the 2016 CLRP Amendment, now before the TPB, extending by a total of 3.9 miles, the Project Length in this proposed Major Addition 2016 CLRP Amendment. However, of this 3.9 miles of additional project length, Bishop C.M. Bailey is **OPPOSED** to a “de minimis” 300 (+/-) linear feet of “Protected Bike Lanes” on the 6th Street roadway in the 1200 Block of 6th Street NW, on both the East and West sides. Executing a “modified NO-BUILD” on **ONLY** this “de minimis” 300 (+/-) linear feet of roadway in the 1200 Block of 6th Street, NW, on both the East and West sides would permit the continued viable operations of our National Headquarters, as has been the case for the past ninety (90) years of our existence as a community-based religious institution in Washington DC.

I look forward to your speedy reply to this urgent communication, proposing a 300 (+/-) linear feet “win/win” solution for all parties – the District Columbia Government and the United House of Prayer National Congregation – inserted into this 3.9 mile project extension, so that I can advise Bishop C.M. Bailey, accordingly. In addition, we would be available to further explain this issue to you or TPB, if you wished us to do so. Thank you.

Sincerely,



Apostle S. Green
Director of Special Projects
For Bishop C.M. Bailey, CEO & Sole Trustee
United House of Prayer for All People
628 M Street, NW
Washington DC 20001
202-289-9890, EXT 14 (Office); 202-345-1530 (CELL)
Email: apostlegreen@hotmail.com

From: Apostle Sterling Green <apostlegreen@hotmail.com>

Date: March 14, 2016 at 2:29:17 AM EDT

To: "Allen, Charles (Council)" <CAllen@DCCOUNCIL.US>, "Hon. Phil Mendelson, Chairman of DC City Council " <pmendelson@dccouncil.us>, "Honorable K. McDuffie, Councilmember Ward 5 " <kmcduffie@dccouncil.us>, 'Timothy Lovain' <timothy.lovain@alexandriava.gov>, <CBean@mwkog.org>, "Perry, Beverly (EOM)" <beverly.perry@dc.gov>, "Young, Rashad (EOM)" <rashad.young@dc.gov>, <jason.fink@dc.gov>, <joshua.clark@dc.gov>, "Gulstone, Ronan (Council)" <RGulstone@DCCOUNCIL.US>, "Intrieri, Alana (Council)" <aintrieri@DCCOUNCIL.US>

Cc: "Apostle A. D. Cunningham, Pastor, Nat'l Hdqtrs UHOP " <pastor.cunningham@yahoo.com>, "Apostle R. Price III, Asst. Corp. Admin'r, UHOPFAP " <RPrice.uhopfap@yahoo.com>, 'Elder Wiggins' <swiggins@tuhop.org>, "Phelps, Anne (Council)" <aphelps@DCCOUNCIL.US>

Subject: IMPORTANT Communication from Bishop C.M. Bailey, CEO & Sole Trustee, United House of Prayer, re: His Opposition to Protected Bike Lanes on 6th St, NW, Due to Significant Traffic Congestion Impacts/Loss of Parking for United House of Prayer!

IMPORTANT!

Honorable Charles Allen

Second Vice Chairman

National Capital Region Transportation Planning Board (TPB)

Dear TPB Vice Chairman Charles Allen, et al:

Bishop C.M. Bailey, CEO & Sole Trustee, United House of Prayer, was provided with a detailed briefing on the District Department of Transportation (DDOT) Senior Staff's "5:00PM onsite visit" to the United House of Prayer, in the 1200 Block of 6th Street, NW, today (Sunday, March 13, 2016). Bishop C.M. Bailey is pleased that several alternatives are now on the table. [Some DDOT alternatives are clearly less restrictive than others, and would represent the least interference with the ability of the United House of Prayer to maintain the free access of its parishioners to their longstanding place of assembly and worship in the 1200 Block of 6th Street, NW.](#) The assistance of you and your distinguished colleagues on the Transportation and Planning Board (TPB) in this matter would be warmly welcomed and appreciated.

- NO-BUILD ALTERNATIVE: No changes to 5th St NW, 6th St NW, or 9th St NW.
- ALTERNATIVE #1: 5TH /6th Street. Pair of one-way protected bike lanes on 5th and 6th.
- ALTERNATIVE #2: 6TH Street. Pair of one-way protected bike lanes on 6th.
- ALTERNATIVE #3: 6TH Street. Two-way protected bike lane on the east side of 6th.
- ALTERNATIVE #4: 9th Street. Two-way protected bike lane on the east side of 9th.

Of particular concern to Bishop C.M. Bailey are Alternatives #1, #2, and #3., which would ALL entail reducing the roadway capacity along 6th Street, NW through converting the existing roadway configuration from four general purpose travel lanes, alongside the United House of Prayer National Headquarters, down to two general purpose travel lanes, a center turn lane

and constructing protected bicycle lanes, throughout the 1200 Block of 6th Street, NW. In fact, to eliminate one or more travel lanes along this subject 6th Street, NW corridor, within one block of the DC Convention Center, within two blocks of the frenetic 6th & New York Avenue, NW intersection, and within sight of the Downtown Verizon Center Sports Arena (host to 20,000-30,000 attendees at both the Washington Wizards NBA games and the Washington Capital NHL Hockey games) is clearly unsupportable, unrealistic and particularly problematic for traffic congestion and parking, and thus is not a good location for introduction of protected bicycle lanes into that already agitated mix, where safety for bicyclists is of concern. As you and your distinguished colleagues already know, the 6th Street, NW traffic corridor around and near the United House of Prayer is frequently used for overflow traffic when the DC Convention Center has major events, hosting tens of thousands of attendees, daily. More importantly, because of national security issues attendant to the Convention Center when it hosts prominent events, such as the American Israeli Public Affairs Committee (AIPAC) in convention with the Israeli Prime Minister and the U.S. President, 7th Street NW is closed to traffic, and all vehicular traffic and METRO buses are routinely re-routed to 6th Street, NW. This same re-routing of traffic to 6th Street NW also occurs when other U.S. presidential events take place at the DC Convention Center, along with Presidential inaugural activities.

Bishop C.M. Bailey remains irrevocably opposed to any DDOT Alternative that would introduce protected bike lanes on either the East or West sides of the 1200 Block of 6th Street, NW, and thus impact negatively on the current ability of his parishioners to park in this unique block, and curtail their access to their 90-year long place of assembly and worship. Further, federal law requirements, regulations and policies require that the Transportation Planning Board (TPB) NOT disproportionately affect low-income or minority communities, of which the community anchored by the United House of Prayer around the DC Convention Center represents the last remaining such minority community in Downtown Washington DC. Other federal laws, including the Religious Freedom Restoration Act (“RFRA”), and Religious Land Use and Institutionalized Persons Act (“RLUIPA”) prohibit land use regulations or government actions that impose a substantial burden on religious exercise unless the regulation furthers a compelling government interest and is the least restrictive means of doing so. Clearly the DDOT staff themselves have outlined expressly written alternatives that plainly show lesser restrictive means of accomplishing DDOT’s objectives in either the NO-BUILD Alternative, or Alternative #4.

I will await your kind reply, so that I can advise Bishop C.M. Bailey, accordingly, as to how you and your distinguished colleagues suggest he might proceed, with your support. Thank you.

Sincerely,
Apostle S. Green
Director of Special Projects
For Bishop CM Bailey, CEO & Sole Trustee
United House of Prayer for All People
628 M Street, NW
Washington DC 20001
202-289-9890 (Office); 202-345-1530 (Cell)

From: Apostle Sterling Green [<mailto:apostlegreen@hotmail.com>]

Sent: Thursday, March 10, 2016 4:23 PM

To: 'Allen, Charles (Council)' <CALLen@DCCOUNCIL.US>; 'Perry, Beverly (EOM)' <beverly.perry@dc.gov>; 'Young, Rashad (EOM)' <rashad.young@dc.gov>; 'Dormsjo, Leif (DDOT)' <leif.dormsjo@dc.gov>; Hon. Phil Mendelson, Chairman of DC City Council <pmendelson@dccouncil.us>; Honorable K. McDuffie, Councilmember Ward 5 <kmcduffie@dccouncil.us>; 'Timothy Lovain' <timothy.lovain@alexandriava.gov>; Chuck Bean <cbean@mwcog.org>; 'Isaac, Donald (EOM)' <Donald.Isaac@dc.gov>

Cc: 'Apostle A. D. Cunningham, Pastor, Nat'l Hdqtrs UHOP ' <pastor.cunningham@yahoo.com>; 'Apostle R. Price III, Asst. Corp. Admin'r, UHOPFAP ' <RPrice.uhopfap@yahoo.com>; 'Elder Wiggins' <swiggins@tuhop.org>; 'Phelps, Anne (Council)' <aphelps@DCCOUNCIL.US>

Subject: REPLY from Bishop C.M. Bailey, CEO & Sole Trustee, United House of Prayer, re: Significant Traffic Congestion Impacts/Loss of Parking from Reducing Number of Travel Lanes on 6th St, NW, in Favor of Protected Bike Lanes

Importance: High

URGENT & TIME SENSITIVE!

Honorable Charles Allen

Second Vice Chairman

National Capital Region Transportation Planning Board (TPB)

Dear TPB Vice Chairman Charles Allen:

Please know that your speedy reply, re: the above, was very much appreciated by Bishop C.M. Bailey, CEO & Sole Trustee, United House of Prayer.

As I write to you on Bishop C.M. Bailey's behalf, please know that he is hopeful that his representatives can sit down with you and, perhaps, with other distinguished Colleagues, Officers and Members of the MWCOC and TPB, with whom you serve, who are well aware of the longstanding community anchor that the United House of Prayer National Headquarters has represented in the 1200 Block of 6th Street, NW, for approaching 90 years, now, amidst the hundreds of units of affordable housing it has erected and maintains, for thousands of individuals and families of low to moderate income.

Please know, further, that Bishop C.M. Bailey is absolutely NOT opposed to adding approximately 3.9 additional miles of Protected Bike Lanes to the proposal now coming before the TPB, with the exception of perhaps a "de minimus" 300(+/-) linear feet of this total mileage, that would permit the continued viable operation of the National Headquarters Congregation of the United House of Prayer, which has made full use for many decades now of both the East and West sides of the 1200 Block of 6th Street, NW. **Bishop C.M. Bailey was greatly encouraged at the publicly stated position taken by TPB as a matter of long-standing TPB policy and a requirement of federal law, that: "the regional transportation planning process makes special efforts to consider the concerns of traditionally underserved communities, including low-income and minority communities....."** TPB policy even further states that: "regional

transportation planning cannot, and should not, be based simply upon technical analysis.” [Or, more simply put, the number of votes for, and the number of votes against!]

It is in the spirit of those stated accommodations that Bishop C.M. Bailey is confident that a win/win solution is clearly available for both the United House of Prayer and the DC Department of Transportation, in the above. We will meet with DDOT, to discuss Bishop C.M. Bailey’s ideas, today. [Here are some examples, serving as many years of precedent, that have never re-surfaced amid controversy, since their inception:](#)

1. [In the 1960’s](#), when the I-395 leg (otherwise called the “3rd Street Tunnel”) was built, instead of exiting the tunnel at 3rd and New York Avenue, NW, and demolishing the community institution known as the “Bible Way Temple”, the tunnel was shifted to enter/exit at 4th Street, NW, and the Bible Way Temple remains at 3rd New York Avenue, NW, to this day. The street sign erected at the intersection of 3rd & New York Avenue, reads “Bible Way Bend”.
2. Additionally, the DC Convention Center ([circa year 2002](#)) was planned and constructed flush along 7th Street, NW, running North from Mount Vernon Place, NW to N Street, NW. However, when it reached North to M Street, NW, it was jogged to the rear of the 108-unit United House Prayer multi-family affordable housing development, and continued North to N Street, NW, thus allowing 108-units of affordable housing to remain, erected and maintained at the sole costs of the United House of Prayer.
3. We should note, further, that North/South Bicycle Lanes ([circa year 2010](#)) are marked on both the East and West sides of 7th Street, NW, starting at Florida Avenue, NW, and running South to N Street, NW – at the northern tip of the DC Convention Center. At that point, going South past the DC Convention Center, the North/South Bicycle Lanes are discontinued, at least past the DC Convention Center.

Should you wish to discuss these issues with Bishop C.M. Bailey’s representatives, directly, we are available at any time. Thank you.

Sincerely,

Apostle S. Green
Director of Special Projects
For Bishop CM Bailey, CEO & Sole Trustee
United House of Prayer for All People
628 M Street, NW
Washington DC 20001
202-289-9890 (Office); 202-345-1530 (Cell)

From: Allen, Charles (Council) [<mailto:CAllen@DCCOUNCIL.US>]

Sent: Thursday, March 10, 2016 1:53 PM

To: Apostle Sterling Green; Perry, Beverly (EOM); Young, Rashad (EOM); Dormsjo, Leif (DDOT)

Cc: Apostle A. D. Cunningham, Pastor, Nat'l Hdqtrs UHOP ; Apostle R. Price III, Asst. Corp. Admin'r, UHOPFAP ; 'Elder Wiggins'; Phelps, Anne (Council)

Subject: RE: Urgent & Time Sensitive Communication from Bishop C.M. Bailey, CEO & Sole Trustee, United House of Prayer, re: Significant Traffic Congestion Impacts/Loss of Parking from Reducing Number of Travel Lanes on 6th St, NW, in Favor of Protected Bike Lanes

Apostle Green,

Thank you for the information. I've confirmed with TPB staff that they will include your February 22, 2016 letter to Mr. Tim Lovain in the record.

This type of input is helpful to the Constrained Long Range Plan (CLRP) and the regional air quality conformity analysis of the CLRP. As you may already know, the DDOT proposal for the Eastern Downtown Protected Bike Lane project in the TPB's CLRP and in the regional air quality conformity analysis merely includes these actions as part of a technical analysis. They have not submitted a preferred alternative and have stated they are studying all options, including a "no build" option.

Specifically from TPB:

"DDOT informed the TPB that alternative design concepts for the Eastern Downtown Protected Bike Lane project were still being studied and evaluated and a final design alternative has not been selected. We understand that as the project development activities continue DDOT anticipates completing the planning study and selecting the preferred alternative later this year. In order to meet the TPB's schedule for including projects in its air quality emissions analysis DDOT advised TPB to use one of the four build alternatives with the maximum potential to change traffic conditions and thereby potential emission estimates in its analysis. Alternatives being studied by DDOT include protected bike lanes on 5th Street, 6th Street and 9th Street N.W and the "no-build". Inclusion of the 6th Street alternative in the regional air quality emissions analysis at this time does not preclude DDOT from selecting one of the other study alternatives, including the "no-build" OR making other changes to this alternative as part of its efforts to evaluate alternative design concepts."

Thanks again,
Charles Allen

Charles Allen

Councilmember, Ward 6

Website: www.CharlesAllenWard6.com

Phone: 202-724-8072

Sign your child up today for Books From Birth! Let's tackle early childhood and family literacy. Every child in DC gets a FREE BOOK every month delivered to their home! Sign up here: <http://dclibrary.org/booksfrombirth>.

From: Apostle Sterling Green [<mailto:apostlegreen@hotmail.com>]

Sent: Wednesday, March 09, 2016 2:12 PM

To: Allen, Charles (Council); Perry, Beverly (EOM); Young, Rashad (EOM); Dormsjo, Leif (DDOT)

Cc: Apostle A. D. Cunningham, Pastor, Nat'l Hdqtrs UHOP ; Apostle R. Price III, Asst. Corp. Admin'r, UHOPFAP ; 'Elder Wiggins'

Subject: FW: Urgent & Time Sensitive Communication from Bishop C.M. Bailey, CEO & Sole Trustee, United House of Prayer, re: Significant Traffic Congestion Impacts/Loss of Parking from Reducing Number of Travel Lanes on 6th St, NW, in Favor of Protected Bike Lanes

Importance: High

[URGENT & TIME SENSITIVE!](#)

Honorable Charles Allen

Second Vice Chairman

National Capital Region Transportation Planning Board (TPB)

Dear TPB Vice Chairman Charles Allen:

Please see the attached correspondence, above, as directed be sent to you from Bishop C.M. Bailey, CEO & Sole Trustee, United House of Prayer.

Correspondence and PIXs are forwarded for inclusion in record now before MWCOG/TPB, [re: 2016 Long Range Plan, that will reduce roadway capacity through converting the existing roadway configuration from four general purpose travel lanes on 6th Street NW, alongside the United House of Prayer National Headquarters, to two general purpose travel lanes, and protected bicycle lanes in the 1200 Block of 6th Street, NW, Washington DC. \[See Already Existing PIXs of Traffic Congestion, attached to this Email, along with correspondence.\]](#) Further, sent to MWCOG/TPB in light of federal law requirements, regulations and policies that the Board NOT disproportionately affect low-income or minority communities, of which the community anchored by the United House of Prayer around the DC Convention Center represents the last remaining such minority community in Downtown Washington DC. Today, the United House of Prayer continues to house over 1,000 individuals and families of low to moderate income, in affordable rental housing around the DC Convention Center. Without any federal or local government rent subsidies, the church has used its own resources for the past 40 years to erect and maintain affordable housing with rent schedules as much as \$500 to \$1,000 below published FMRs by USHUD.

Coming now before the MWCOG/TPB is the 2016 Long Range Plan of the DC Department of Transportation, which addresses, among other things, DC's Dedicated Bicycle Lane Network of Multiple Street Segments Throughout the City. Of particular concern is the thrust of this project to reduce roadway capacity through converting the existing roadway configuration from four general purpose travel lanes, alongside the United House of Prayer National Headquarters, down to two general purpose travel lanes, a center turn lane and protected bicycle lanes, throughout the 1200 Block of 6th Street, NW, running alongside the United House of Prayer National Headquarters Congregation. The resulting loss of parking from these actions would be

extremely detrimental to the current ability of the parishioners to park, as they come for purposes of assembly and worship at the United House of Prayer. At least ten (10) African American churches have been forced to relocate outside of the District of Columbia, for much these same reasons, in recent memory. [Bishop C.M. Bailey has identified a clear “win/win” situation for both the United House of Prayer and the District of Columbia, if his representatives are permitted to discuss this in person with you, ahead of the close of TPB’s upcoming Deadline of March 12th for public comments on this issue.](#)

I will await your speedy reply to this urgent communication, so that I can advise Bishop C.M. Bailey, accordingly. Thank you.

Sincerely,

Apostle S. Green
Director of Special Projects
For Bishop CM Bailey, CEO & Sole Trustee
United House of Prayer for All People
628 M Street, NW
Washington DC 20001
202-289-9890 (Office); 202-345-1530 (Cell)

From: Kanti Srikanth

Sent: Tuesday, March 08, 2016 1:05 PM

To: Apostle Sterling Green <apostlegreen@hotmail.com>

Cc: 'Timothy Lovain' <timothy.lovain@alexandriava.gov>; The Honorable Phil Mendelson <pmendelson@dccouncil.us>; Robert Griffiths <reg@mwkog.org>

Subject: RE: Urgent & Time Sensitive Communication from Bishop C.M. Bailey, CEO & Sole Trustee, United House of Prayer, re: Significant Traffic Congestion Impacts & Loss of Parking from Reducing Number of Travel Lanes on 6th St, NW, in Favor of Protected Bike Lane

Dear Mr. Green:

I am the staff Director of the National Capital Region Transportation Planning Board (TPB) and am writing to you in response to your letter February 22, 2016 letter to Mr. Tim Lovain the chairman and Mr. Mendelson, member of the TPB.

Thank you for providing your comment to the TPB during its period of soliciting public input on the proposed amendments to its Constrained Long Range Plan (CLRP) and the regional air quality conformity analysis of the CLRP. Please note that your comments have been included with all of the other comments the Board has received on the proposed amendments to the CLRP. We as staff will be working with the transportation agency sponsoring the project to the CLRP to review and respond to all comments which will be reviewed by the Board at its March 16, 2016 meeting at the MWCOG building. Your comments and response to the same will be part of this document reviewed by the Board. Additionally the Board will also be accepting oral comments from the public and stakeholders during its March 16, 2016 meeting starting at 12 Noon.

I am writing to provide you some details about the TPB's CLRP Amendment process as it relates to the proposed changes to the travel lanes in the 1200 block of 6th Street, N.W. as reflected in the District Department of Transportation's (DDOT) proposed Eastern Downtown Protected Bike Lane project.

DDOT has proposed including the Eastern Downtown Protected Bike Lane project in the TPB's CLRP and in the regional air quality conformity analysis scheduled to be done for the 2016 CLRP as amended. The TPB's action scheduled for Mar. 16. is to approve a set of projects that staff would include in a technical analysis, referred to as the regional air quality conformity analysis, prior to the Board amending its CLRP in November of this year. This air quality conformity analysis is intended to estimate the amount of certain pollutants emitted from the region's transportation system and to ensure that these amounts are below limits established by the region's air quality plans. The TPB conducts this regional air quality analysis as it considers amendments to its CLRP typically on an annual basis. As part of this process transportation agencies are required to inform the TPB of any new projects (or changes to previously identified projects) that are determined to impact the transportation system's capacity and thus the estimated amounts of emissions. These inputs for the analysis this year are scheduled to be reviewed and approved by the Board at the current time.

DDOT has identified the Eastern Downtown Protected Bike Lane project as one of the projects that, when implemented could impact the total estimated amount of transportation emissions in this region. DDOT also informed the TPB that alternative design concepts for the Eastern Downtown Protected Bike Lane project were still being studied and evaluated and a final design alternative has not been selected. We understand that as the project development activities continue DDOT anticipates completing the planning study and selecting the preferred alternative later this year. In order to meet the TPB's schedule for including projects in its air quality emissions analysis DDOT advised TPB to use

one of the four build alternatives with the maximum potential to change traffic conditions and thereby potential emission estimates in its analysis. Alternatives being studied by DDOT include protected bike lanes on 5th Street, 6th Street and 9th Street N.W and the “no-build”. Inclusion of the 6th Street alternative in the regional air quality emissions analysis at this time does not preclude DDOT from selecting one of the other study alternatives, including the “no-build” OR making other changes to this alternative as part of its efforts to evaluate alternative design concepts.

It is our understanding that the concerns noted in your letter with the 6th Street design concept has been identified during DDOT’s project development and outreach activities and that DDOT is working to examine this and other issues identified with each of the alternatives. The TPB expects DDOT to notify it of the final design alternative for this project once approved so that the changes, if any, can be reflected in the next update of the CLRP and its regional air quality analysis. The TPB will, per its usual practice, seek public and stakeholder inputs on any changes to its CLRP and regional air quality conformity analysis at such time.

I trust the above information provides a fuller context for the proposed action by the TPB and also responds to your concerns with the project as included in the CLRP.

Sincerely,
Kanti Srikanth
Director – MWCOCG, Dept. of Transportation Planning
Staff Director – Transportation Planning Board
202-962-3257 (Direct)
202-962-3202 (Fax)

From: Timothy Lovain [<mailto:timothy.lovain@alexandriava.gov>]
Sent: Sunday, March 06, 2016 4:09 PM
To: Apostle Sterling Green <apostlegreen@hotmail.com>
Cc: Kanti Srikanth <ksrikanth@mwkog.org>
Subject: Re: Urgent & Time Sensitive Communication from Bishop C.M. Bailey, CEO & Sole Trustee, United House of Prayer, re: Significant Traffic Congestion Impacts & Loss of Parking from Reducing Number of Travel Lanes on 6th St, NW, in Favor of Protected Bike Lane

Dear Mr. Green:

The staff for the Transportation Planning Board will be in touch with you about this issue.

Timothy Lovain

Begin forwarded message:

From: Timothy Lovain [mailto:timothy.lovain@alexandriava.gov]

Sent: Thursday, February 25, 2016 8:12 PM

From: "Apostle Sterling Green" <apostlegreen@hotmail.com>

To: "Timothy Lovain" <timothy.lovain@alexandriava.gov>

Cc: "Apostle A. D. Cunningham, Pastor, Nat'l Hdqtrs UHOP " <pastor.cunningham@yahoo.com>,

"Apostle R. Price III, Asst. Corp. Admin'r, UHOPFAP " <RPrice.uhopfap@yahoo.com>,

"fswiggins@gmail.com" <fswiggins@gmail.com>

Subject: Urgent & Time Sensitive Correspondence from Bishop C.M. Bailey, CEO & Sole Trustee, United House of Prayer, re: Significant Traffic Congestion Impacts for the Record on 2016 Long Range Plan to Reduce Roadway Capacity, in Lieu of Protected Bike Lanes

URGENT & TIME SENSITIVE!

HONORABLE TIMOTHY IMPORTANT!

LOVAIN

Board Chairman

National Capital Region Transportation Planning Board (TPB)

Dear Board Chairman Timothy Lovain:

Please see the attached correspondence, re: above, as directed be sent to you from Bishop C.M. Bailey, CEO & Sole Trustee, United House of Prayer, with 137 congregations, and situate among some 28 States in the Nation.

Correspondence and PIXs are forwarded for inclusion in record now before TPB, re: 2016 Long Range Plan, that will reduce roadway capacity through converting the existing roadway configuration from four general purpose travel lanes on 6th Street NW, alongside the United House of Prayer National Headquarters, to two general purpose travel lanes, and protected bicycle lanes in the 1200 Block of 6th Street, NW, Washington DC. [See Already Existing PIXs of Traffic Congestion, attached to this Email, along with correspondence.] Further, sent to TPB in light of your longstanding TPB policy and a requirement of federal law, aquious as a matter Sent

I shall await your speedy reply to this urgent communication, in which Bishop C.M. Bailey is proposing a 300 (+/-) linear feet "win/win" solution for all parties – the District of Columbia Government and the United House of Prayer National Headquarters Congregation – to be inserted into this 3.9 mile project extension, so that I can advise Bishop C.M. Bailey, accordingly. We would welcome a 15 minute visit to your Office, to discuss this matter in person, as well, on behalf of Bishop C.M. Bailey. Thank you.

Sincerely,

Apostle S. Green

Director of Special Projects

For Bishop CM Bailey, CEO & Sole Trustee

United House of Prayer for All People

628 M Street, NW

Washington DC 20001

202-289-9890 (Office); 202-345-1530 (Cell)



March 12, 2016

**Comments on the Draft 2016 Amendments to the
Financially Constrained Long-Range Transportation Plan (CLRP)**

The Coalition for Smarter Growth supports the following additions to the CLRP:

- 1) The 16th Street Bus Priority Project
- 2) DC Dedicated Bicycle Lane Network
- 3) Crystal City Transitway: Northern Extension

We support with conditions, the following:

- 1) DC Streetcar Union Station to Georgetown – provided it includes dedicated lanes to the maximum extent possible
- 2) VRE Extension – we support VRE, however we are concerned about extension as far west as Haymarket given the fuel it could provide to even longer distance living and commuting. We are reviewing the on-going study and are interested in potential termini at Innovation, Wellington Road, or maybe Gainesville, rather than Haymarket. We are also interested in the option of funding more rolling stock and more frequent train service over extension all the way to Haymarket. More frequent and all day service would contribute to the further reinvestment in Manassas and transit-oriented development at stations.
- 3) I-66 Inside the Beltway – we were early endorsers of the toll/HOV3/transit proposal of Governor McAuliffe, with widening deferred to five years after the tolls were in place. So we have been disappointed first in the dropping of reverse commute tolls, second in the delay in conversion to HOV3, and third in the legislator push for immediate widening eastbound from the Dulles Toll Road to Ballston. Dropping of reverse commute tolls means that the congestion in the reverse direction will not be addressed and immediate widening means we will lose out on the first real test of a pricing/HOV/transit demand management package. So our support is focused on the toll/HOV/transit component and we only acknowledge the widening component as necessary to prevent a worse outcome during the legislature.

We have significant concerns about the following:

- 1) I-66 Outside the Beltway – We repeatedly requested – over two administrations – a transit and land use alternative which would include transit-oriented development, Metro extension (probably to Fair Oaks), and rural land conservation to reduce sprawl. This was never done. We are pleased that there will be funding for transit in the corridor, but recommend that it be available for Metro 8-car trains and VRE in addition to commuter bus. We also urged termination at Route 28 to address the area of greatest demand, but our recommendation was not accepted by VDOT.
- 2) I-395 Express Lanes – This project would complete the takeover of the nation's first dedicated highway busway, which first shifted to bus plus HOV4, and then to HOV3, and now to private control for 75 years to allow for SOV use. So, we are not thrilled to see private control proposed

for this section. While we of course support the call for maximum funding for transit in any P3 deal, we also want to see a strong preference given to public ownership of any tolling in this section, which will ensure even more funding for transit than we would get under a P3 deal where the private operator can realize a net annual return of 12%. We also want VDOT and DDOT to demonstrate that conversion to HOT won't lead to additional gridlock in DC.

- 3) VA 28 Widening and HOV – The expansion of this highway between I-66 and Westfields Blvd from 6 to 8 and 10 lanes by 2021, with HOV far in the future at 2040, is symbolic of the negative impact of sprawling development. The unrealistic extent and scattered pattern resulting from the old Route 28 commercial development plans has resulted in far more traffic than comparable development in a transit-oriented location. While fixing the Route 28/I-66 and Braddock Road intersections, which we support, will address two key remaining bottlenecks, the expansion of Route 28 -- as proposed in this line item, in the absence of a better land use plan and amid the collapse in demand for suburban office parks, seems to make little sense.

We continue to call for a fundamental reevaluation and reworking of the CLRP to meet Region Forward (network of TOD), Climate, and equity goals (addressing the E-W economic divide). Yet this fundamental reevaluation continues to be rebuffed.

As we said in our testimony the fall of 2015:

The CLRP analysis shows the very clear benefits of DC's revitalization and the region's investment in transit-oriented development, which increase walking, biking and transit trips and contribute to a decline in vehicle miles traveled (VMT) per capita, air pollution and greenhouse gas emissions, while probably also reducing the magnitude of VMT growth. This demonstrates that an even greater focus on reducing sprawling development, focusing development in walkable, transit-oriented centers, addressing the east-west jobs divide, and shifting more funds to transit, biking and walking to support the activity centers would result in better results, further reducing VMT, greenhouse gas emissions, congestion, and regional inequities.

Unfortunately, the CLRP is filled with projects which will fuel sprawling auto-dependent development and undermine the region's commitment to smarter growth and fails to make the fundamental shifts that many TPB members have long called for.

- 1) The CLRP not only fails to address the region's long-standing regional economic divide, but it contributes to making that divide worse than it is today. It leaves lower-income and significant minority communities isolated from a larger share of future jobs. This is the staff's finding.
- 2) It falls far short of what's needed to address climate change.
- 3) It fails to adequately address most of the Regional Transportation Priorities Plan goals which are heavily focused on improving accessibility through investments in transit, biking and walking.
- 4) It fails to address Metro needs including funding long-standing core capacity needs such as 8-car trains, other components of Metro 2025, and Metro 2040. Fixing Metro and the funding it needs should be a core part of the CLRP. The Board of Trade, CSG, Federal City Council, Greater Greater Washington, Action Comm for Transit and the Amalgamated Transit Union recently signed a joint document of principles on WMATA.
- 5) The CLRP fails to address, and actually fuels, outer suburban sprawling development through major road expansions, which generate very long commutes and significant congestion on the major highway corridors. At the same time, it shows that the "inner suburbs" of Fairfax, Montgomery and

Prince George's, with their large populations, do not make enough progress in shifting mode share to transit, walking and bicycling. Meanwhile congestion gets 72% worse.

Once again, the CLRP development did not ensure conformance with important COG guiding documents and goals including Region Forward, Access for All, Climate Report and the TPB's own Regional Transportation Priorities Plan. So we again urge you to step back to conduct a complete reevaluation of the next and subsequent CLRP's in accordance with these guiding documents.

Final comments for this 2016 update:

We continue to oppose the margin of safety for air quality that prevents you from making the decision that needs to be made – to shift funding from roads to transit. We want to see the CLRP amended to fund and remove the transit constraint. Beyond this, we strongly support the Connect Greater Washington analysis by WMATA which shows that TOD buildout will eliminate the Metro operating subsidy and generate a surplus.

Thank you,

A handwritten signature in black ink, appearing to read "Stewart Schwartz". The signature is fluid and cursive, with a long horizontal stroke at the end.

Stewart Schwartz
Executive Director

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Martin D. "Art" Walsh
Walsh Colucci Lubelley & Walsh, PC

David C. Whitestone
Holland & Knight, LLP

Paul J. Wiedefeld, A.A.E.

The Honorable Anthony A. Williams
Federal City Council



Washington Airports Task Force

www.washingtonairports.com

March 9, 2016

The Honorable Timothy Lovain, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4239

Dear Chairman Lovain:

The Washington Airports Task Force (WATF), a Virginia corporation dedicated to promoting the expansion and enhancement of aviation services for Virginia and the National Capital Region, is acutely aware of the importance of access to and between our airports. The WATF considers transportation one of its top priorities, and improving our regional transportation network as essential for sustained regional prosperity.

The WATF urges the National Capital Region Transportation Planning Board (TPB) to endorse the following key Virginia projects for air quality analysis and inclusion in the 2016 update to the Region's Financially Constrained Long-Range Plan (CLRP).

VIRGINIA

- **I-395 Express Lanes** – Brings much needed additional highway and transit capacity to the corridor, provides dedicated annual funding for expanded transit service to help reduce congestion and travel times, and enhances access to Reagan National Airport and other regional activity centers.
- **I-66 Corridor Improvements Outside the Capital Beltway** – By phasing construction to meet demand, this amended project provides urgently needed new highway and transit capacity, expands carpooling and bus services, and reserves space for Metro extension in a highly congested corridor that today moves work and non-work trips, goods and services between virtually every Northern Virginia locality.
- **I-66 Corridor Improvements Inside the Capital Beltway** – The accelerated addition of a third eastbound lane significantly improves the movement of traffic along this vitally important corridor for Dulles International Airport passengers.

The WATF also urges the TPB to endorse the **widening of Route 28** to 8 lanes plus auxiliary lanes between I-66 and Westfields Boulevard, and the **VRE extension project, however we suggest that Gainesville is a more realistic terminus for the project**, while right-of-way should be preserved for a future extension to Haymarket.

Thank you.

Sincerely,

Keith W. Meurlin

44701 Propeller Court • Suite 100 • Dulles, VA 20166

OFFICE: (703) 572-8714 FAX: (703) 572-8418 E-Mail: watf@washingtonairports.com



March 10, 2016

The Honorable Timothy Lovain, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street NE Suite 300
Washington, DC 20002-4239

Dear Chairman Lovain:

The Northern Virginia Transportation Alliance (the Alliance) commends Virginia for its submissions of projects of great regional significance to the 2016 Constrained Long Range Plan (CLRP).

The Alliance requests that the National Capital Region Transportation Planning Board (TPB) **support the inclusion of the following projects** for air quality analysis and inclusion in the 2016 update to the Region's Financially Constrained Long-Range Plan (CLRP) and FY 2017-2022 Transportation Improvement Program.

- **I-395 Express Lanes** -- The extension of the I-95 Express Lanes for 8 miles north along the I-395 corridor is an obvious need that could and should already be operational today. The project will **add much needed additional capacity in the corridor** by adding a third reversible HOV lane while providing an option for single occupant drivers to utilize the HOV lanes for a toll. This expanded capacity, as we are already seeing in the I-95 and I-495 corridors, will help reduce congestion, improving mobility and travel time for users, as well as provide enhanced access to the Pentagon through improvements to the Eads Street interchange.

Additionally, the I-395 project **will bring improved transit service to the corridor** by utilizing a portion of toll revenues to **generate annual funding for enhanced transit services**. While the exact amount dedicated for transit cannot be determined until the scope of the project is set, traffic and revenue studies are completed and potential financing is determined, **guaranteed dedicated annual transit funding is specified by VDOT as a key component for the project to move forward**.

- **I-66 Corridor Improvements, Outside the Capital Beltway** – The I-66 Outside the Beltway improvements will **provide badly needed additional highway and transit capacity in what is arguably our region's most congested corridor, providing users with better travel mobility, reliability, and greater accessibility to employment centers around the region**. The minor modifications to the project put forward for inclusion in the 2016 CLRP update reflect the phased approach of the Preferred Alternative selected by the Commonwealth Transportation Board. This approach phases the project based on projected demand in the corridor while continuing to provide key components of the project supported by the Alliance -- three general purpose lanes, with auxiliary lanes where needed, and two Express Lanes for HOV3, toll and transit in each direction; new high-frequency bus services; direct access ramps to/from the Express lanes; new and expanded park and ride lots; and reserved median space for future transit.
- **I-66 Multi-Modal Improvements, Inside the Capital Beltway** – The need for improvements to I-66 inside the Beltway have been obvious for decades. The Alliance believes that mile for mile,

dollar for dollar these proposed improvements (incorporating transit and bike/pedestrian improvements, TDM, integrated corridor management, tolling and accelerated widening of the eastbound lanes) may be the most regionally significant multi-modal investment of all proposed amendments. The **updates recently made to this project to accelerate the widening of the eastbound lanes is an excellent example of a common sense compromise that brings the full benefits of the project to motorists and transit users from the outset of the project. It improves regional connectivity while protecting Arlington neighborhoods and making Arlington jobs more accessible to more workers throughout the region.** Just as the third westbound lane improves travel for many Arlington residents to jobs in the west in the morning, the third eastbound lane will get them home earlier to their families at night. **The announced compromise and revised project is the approach the Alliance has advocated for from the outset.** We are pleased the Governor and state legislators have embraced it; we strongly urge the TPB to as well.

VDOT studies show that together, these I-66 outside and inside the Capital Beltway projects will save travelers 100,000 hours of delay daily.

- **Route 28 Widening** --Upgrading Route 28 from two lanes to six and limiting access along the corridor was an original Alliance priority. The Alliance, therefore, **supports the widening of Route 28 to 8 lanes plus auxiliary lanes between I-66 and Westfields Blvd., with a later incorporation of HOV lanes into an 8 lane roadway.** A heavily congested corridor, Route 28 provides essential passenger and cargo access to Washington Dulles International Airport as well as access to the growing employment centers of the Dulles Corridor and Loudoun County. The proposed Route 28 improvements will **provide additional north-south capacity to reduce congestion and improve accessibility and mobility throughout the heavily congested corridor.**
- **VRE Extension** -- Creation of VRE was also an original Alliance priority. While the Alliance was supportive of the VRE extension to the south, we find **the \$400 million cost of the westward extension to reach Haymarket daunting and suggest Gainesville is a more realistic terminus for the project. Right-of-way should be preserved for a future extension to Haymarket.** Supplementing service with I-66 corridor express bus service is likely a far more cost and time effective solution to transit services in the corridor.

Again, the Alliance strongly urges to you support these projects of great regional significance for air quality analysis and inclusion in the 2016 update to the Region's Financially Constrained Long-Range Plan (CLRP) and FY 2017-2022 Transportation Improvement Program. If more updates to the CLRP such as these amendments were submitted annually, our region would be well on its way to investing in a 21st century regional transportation network that truly meets the needs of the National Capital region.

Thank you for your consideration of these recommendations.

Sincerely,



Nancy H. Smith
Policy Director

Arlington Coalition for Sensible Transportation
Statement to the National Capital Region Transportation Planning Board
by Allen Muchnick, president, February 17, 2016

I'm Allen Muchnick with the Arlington Coalition for Sensible Transportation (or ACST). Since 1999, **ACST has advocated "wiser, not wider" management and multimodal improvements to I-66 inside the Beltway, to most effectively move people and minimize highway congestion and travel times.**

One year ago, VDOT proposed the I-66 inside the Beltway Multimodal Project for addition to the CLRP. Since then, this project was substantially modified in several ways, in response to feedback and pushback from the public and some of their elected officials. In particular, the restoration of HOV-3 was delayed until after 2020, HOV requirements and tolling in the reverse-commute direction were dropped entirely, and the completion of a four-mile eastbound widening of I-66 to Ballston was advanced from approximately 2025 to 2019. The new CLRP project description form for this project, dated February 10, needs to be updated already to incorporate VDOT's upcoming environmental assessment study for the four-mile eastbound widening.

Ever since the landmark 1977 Coleman Decision was nullified by Congress in 1999, our region has suffered from the lack of an adopted long-term management plan for this key multimodal corridor. While VDOT's 2011-2013 I-66 Multimodal Study pointed in the right direction, the changes to the Multimodal Project over the past year were partly a step backward.

VDOT's upcoming NEPA study for the four-mile eastbound widening is a critical opportunity for our region to develop and adopt a new long-term management plan for this entire corridor between I-495 and Rosslyn. Besides evaluating, avoiding, minimizing, and fully mitigating the adverse impacts of the wider highway on adjacent communities and the natural and built environment, the upcoming NEPA study should develop and establish an accepted ongoing process to determine: 1) how and when HOV requirements and tolls should be expanded in the reverse-commute direction and even during peak weekend hours and 2) how and when HOV-3 should be restored.

The NEPA study should also carefully ascertain that the proposed four-mile eastbound widening does not create new eastbound bottlenecks where travel lanes are dropped at the East Falls Church and/or Ballston exits.

To best evaluate the merits of the proposed widening, the No Build Alternative for this NEPA study should include the peak-direction HOT operations that are scheduled for implementation by summer 2017, and at least one Build Alternative should include HOT operations in both directions without the widening.

In conclusion, we ask the TPB to ensure that the upcoming NEPA study for the four-mile eastbound widening of I-66 is carefully scoped and crafted to develop and establish a new and robust long-term plan for wisely managing the I-66 inside the Beltway Multimodal Corridor for many years to come, to best move more people and minimize highway congestion and travel times.



March 11, 2016

The Honorable Timothy Lovain, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street NE Suite 300
Washington, DC 20002-4239

Dear Chairman Lovain:

The Northern Virginia Chamber of Commerce (formerly the Fairfax Chamber), representing 700 member businesses with over 500,000 employees, is committed to ensuring that our region remains the best place to start and grow a business. In order to maintain our position as a top business destination, we must continue to invest in developing a 21st century transportation network aimed at improving our mobility.

The Northern Virginia Chamber supports a balanced, approach to the region's transportation needs predicated on achieving congestion relief, inspiring economic development, and ensuring the best return on the investment made by taxpayers. Planned improvements to the I-66 and I-395 corridors are in keeping with those priorities and are vitally important to Northern Virginia. These improvements will move more people through our region more efficiently, providing commuters with commuting options and preserving carpooling incentives. Our region simply cannot afford to wait any longer for these corridor improvements.

The Northern Virginia Chamber urges the National Capital Region Transportation Planning Board (TPB) to endorse the following key Virginia projects for air quality analysis and inclusion in the 2016 update to the Region's Financially Constrained Long-Range Plan (CLRP).

- **I-395 Express Lanes** – Brings much needed additional highway and transit capacity to the corridor, provides dedicated annual funding for expanded transit service to help reduce congestion and travel times, and enhances access to the Pentagon and other regional activity centers.
- **I-66 Corridor Improvements Outside the Capital Beltway** – By phasing construction to meet demand, this amended project provides urgently needed new highway and transit capacity, expands carpooling and bus services, and reserves space for Metro extension in a highly congested corridor that today moves work-



and non-work trips, goods and services between virtually every Northern Virginia locality.

- **I-66 Corridor Improvements Inside the Capital Beltway** – The accelerated addition of a third eastbound lane concurrent with peak period/peak direction tolling, transit and bike/pedestrian improvements, TDM, and other measures unlocks a major regional chokepoint, improves regional connectivity and job access and protects neighborhoods.

We further urge the Transportation Planning Board to endorse the widening of Route 28 to eight lanes plus auxiliary lanes between I-66 and Westfields Boulevard, and the Virginia Railway Express extension project, however we suggest that Gainesville is a more realistic terminus for the project, while right-of-way should be preserved for a future extension to Haymarket.

Northern Virginia businesses and commuters believe these projects will reduce congestion time between communities and major employment centers, and increase the reliability of our regional transportation network, while producing the best long term return on investment for the Commonwealth.

Thank you for your service to our region.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jim Corcoran", with a long horizontal flourish extending to the right.

Jim Corcoran
President and CEO
Northern Virginia Chamber of Commerce

March 9, 2016

The Honorable Timothy Lovain, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street NE Suite 300
Washington, DC 20002-4239

Dear Chairman Lovain:

The Greater Reston Chamber of Commerce, representing 670 businesses from Fortune 500 companies to solopreneurs, considers transportation one of its top priorities and improving our regional transportation network as essential for sustained regional prosperity. The Greater Reston Chamber of Commerce is the catalyst for business growth and entrepreneurship, in the Dulles Corridor and Western Fairfax, by providing quality programs, education, connections and advocacy for our members and organizations.

The Greater Reston Chamber urges the National Capital Region Transportation Planning Board (TPB) to endorse the following key Virginia projects for air quality analysis and inclusion in the 2016 update to the Region's Financially Constrained Long-Range Plan (CLRP).

VIRGINIA

- I-395 Express Lanes – Brings much needed additional highway and transit capacity to the corridor, provides dedicated annual funding for expanded transit service to help reduce congestion and travel times, and enhances access to the Pentagon and other regional activity centers.
- I-66 Corridor Improvements Outside the Capital Beltway – By phasing construction to meet demand, this amended project provides urgently needed new highway and transit capacity, expands carpooling and bus services, and reserves space for Metro extension in a highly congested corridor that today moves work- and non-work trips, goods and services between virtually every Northern Virginia locality.
- I-66 Corridor Improvements Inside the Capital Beltway – The accelerated addition of a third eastbound lane concurrent with peak period/ peak direction tolling, transit and bike/pedestrian improvements, TDM, and other measures unlocks a major regional chokepoint, improves regional connectivity and job access and protects neighborhoods.

Thank you for your thoughtful consideration of our request.

Sincerely,



Mark S. Ingrao, CCP, CAE
President and CEO



Takes You Further.™

VIRGIL FRIZZELL – Chairman of the Board
RYAN T. CONRAD, CAE, RCE – Chief Executive Officer

March 10, 2016

The Honorable Timothy Lovain, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street NE Suite 300
Washington, DC 20002-4239

Dear Chairman Lovain:

The Northern Virginia Association of Realtors®, an organization representing over 11,000 area Realtors® and affiliates, respectfully requests the National Capital Region Transportation Planning Board (TPB) to endorse the following key Virginia projects for air quality analysis and inclusion in the 2016 update to the Region's Financially Constrained Long-Range Plan (CLRP).

VIRGINIA

- **I-395 Express Lanes** – Brings much needed additional highway and transit capacity to the corridor, provides dedicated annual funding for expanded transit service to help reduce congestion and travel times, and enhances access to the Pentagon and other regional activity centers.
- **I-66 Corridor Improvements Outside the Capital Beltway** – By phasing construction to meet demand, this amended project provides urgently needed new highway and transit capacity, expands carpooling and bus services, and reserves space for Metro extension in a highly congested corridor that today moves work- and non-work trips, goods and services between virtually every Northern Virginia locality.
- **I-66 Corridor Improvements Inside the Capital Beltway** – The accelerated addition of a third eastbound lane concurrent with peak period/peak direction tolling, transit and bike/pedestrian improvements, TDM, and other measures unlocks a major regional chokepoint, improves regional connectivity and job access and protects neighborhoods.

As Realtors®, we talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. Each of these projects will greatly enhance regional accessibility and are vital to our communities' economic opportunity and prosperity. Again we urge you to support the inclusion of these projects in the CLRP. NVAR considers transportation one of its top priorities and improving our regional transportation network as essential for sustained regional prosperity.

Sincerely,

Virgil Frizzell
Chairman of the Board



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8407 Pennell Street
Fairfax, VA 22031
703.207.3200

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Herndon, VA 20170
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March 11, 2016

The Honorable Timothy Lovain, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street NE Suite 300
Washington, DC 20002-4239

Dear Chairman Lovain:

The Northern Virginia Building Industry Association (NVBIA) represents more than 600 local and regional businesses and more than 10,000 of their employees. Transportation is important not only to the viability of the building industry and its employees, but also to each and every family who choose to call Northern Virginia home. Our association considers transportation one of its top priorities and improving our regional transportation network is essential for sustained regional prosperity.

NVBIA urges the National Capital Region Transportation Planning Board (TPB) to endorse the following key Virginia projects for air quality analysis and inclusion in the 2016 update to the Region's Financially Constrained Long-Range Plan (CLRP).

VIRGINIA

- **I-395 Express Lanes** – Brings much needed additional highway and transit capacity to the corridor, provides dedicated annual funding for expanded transit service to help reduce congestion and travel times, and enhances access to the Pentagon and other regional activity centers.
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NVBIA also urges the TPB to endorse the **widening of Route 28** to 8 lanes plus auxiliary lanes between I-66 and Westfields Blvd., and the **VRE Extension project**, **however we suggest that Gainesville is a more realistic terminus for the project**, while right-of-way should be preserved for a future extension to Haymarket.

Thank you for your consideration of these requests.

Sincerely,

Jon W. Lindgren
Executive Vice President

NVBIA ♦ 3684 Centerview Drive ♦ Suite 110-B ♦ Chantilly, VA 20151
703-817-0154 office ♦ 703.991.1398 fax

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March 11, 2016

The National Capital Region Transportation Planning Board (TPB)
Suite 300, 777 North Capitol Street, N.E.
Washington, D.C. 20002-4239

Reference: Additions and Changes Proposed for Inclusion in the Air Quality Conformity Analysis of the 2016 Amendment to the CLRP

Dear Members of the Transportation Planning Board:

On behalf of its membership and the motoring public, AAA Mid-Atlantic supports the additions and changes proposed for inclusion in the Air Quality Conformity Analysis of the 2016 Amendments to the Constrained Long-Range Transportation Plan (CLRP) for the National Capital Region.

We are pleased to add our ongoing support for these projects, including the I-395 Express Lanes project, inside the Capital Beltway, from Turkeycock Run to Eads Street; the I-66 Multimodal Improvements project, Inside the Capital Beltway; the I-66 Corridor Improvements project, Outside the Capital Beltway; and the Virginia 28 Widening and HOV project (I-66 to the Dulles Toll Road).

Because of their impacts on lessening congestion and gridlock, as well as improving air quality in the Greater Washington area, we also support the following projects, including:

- The VRE Haymarket Extension, from the Manassas VRE Station to Gainesville/Haymarket;
- The Crystal City Transitway: Northern Extension, from Crystal City Metro Station to Pentagon City Metro Station;
- The 16th Street Bus Priority project, from H Street NW to Arkansas Avenue NW; and
- The DC Streetcar: Union Station to Georgetown, primarily along the K Street NW Corridor.

While we support the inclusion of the DC Dedicated Bicycle Lane Network project along multiple street segments throughout the District of Columbia in the CLRP, we also request modifications. We call upon the District Department of Transportation (DDOT) and TPB board members to work more closely with churches and houses of worship in the District to lessen the impact of removing on-street parking capacity to add new bike lanes near and in front of traditional and long-standing places of worship, particularly on the east side of downtown

AAA Mid-Atlantic, 1405 G Street N.W., Washington, District of Columbia 20005
Office: 202-481-6820 (Fax): 202-393-5423

Washington. The loss of diagonal parking slots would negatively impact worshipers and the viability of churches in the nation's capital. Some churches are fleeing the city because of parking. The long-simmering debate over church parking privileges can have political ramifications. A key indicator of a city's livability quotient is its curbside inventory and its sacred spaces.

In recent weeks, Virginia Governor Terry McAuliffe and members of the Virginia General Assembly reached a compromise on a key proposed project impacting the immediate area, the I-66 Multimodal Improvements: Inside the Capital Beltway. That recent compromise means widening of the roadway will occur before tolling begins "where the traffic is heaviest" along the four-mile eastbound stretch between the Dulles Connector and Ballston. The new lane is expected to be open to traffic in 2020.

Interstate 66 is the main east-west interstate highway in Northern Virginia. It singularly is 25 miles of agonizing chokepoints and abject congestion for residents, commuters, bus transit services riders, and motorists.

On behalf of motorists, commuters, and our members, AAA Mid-Atlantic supports a multi-modal plan that combines additional road capacity with phased transit enhancement and expansion. We also strongly support adding a lane eastbound inside the Beltway, as do most motorists in our region.

We believe this is in the best interests of motorists and commuters in the region. We have been advocates of this project from its inception. Prior to the opening gavel of the 2016 legislative session of the Virginia General Assembly, Public Policy Polling surveyed 1,135 drivers licensed by Virginia and Washington, D.C. about their sentiments on tolling on Interstate 66. The respondents included 589 Virginia drivers and 546 drivers who reside in the District of Columbia.

The polling data revealed that 65 percent of Virginia residents were opposed to implementing tolling on I-66 without adding capacity to ease congestion. In fact, 42 percent of licensed drivers in Virginia, the people most likely to travel I-66 inside the Beltway, said they were strongly opposed to tolling on the roadway without first widening the interstate.

Nearly a quarter of licensed drivers surveyed in Virginia said they were somewhat opposed to the implementation of tolling on the roadway without the additional roadway capacity. Only 12 percent of drivers in Virginia strongly supported the inception of tolling on I-66 without adding additional capacity, while another 12 percent of those surveyed said they somewhat supported tolling on I-66 without increasing road capacity.

Our polling also revealed that nearly six out of ten residents of Washington, D.C. opposed implementing tolling on I-66 inside the Capital Beltway without adding additional lane capacity. Nearly a third of District residents polled (32 percent) said they were strongly opposed to the idea of imposing tolls on nine miles of highway before widening the congested interstate. In

contrast, nearly a quarter of District residents (24 percent) surveyed said they were somewhat opposed.

Conversely, fewer than two out of ten District residents (15 percent) said they strongly supported building Express lanes on Interstate I-66 without adding additional capacity. One in five District motorists (20 percent) said they somewhat supported tolling on I-66 without increasing roadway capacity. The polling was conducted on behalf of AAA Mid-Atlantic by Public Policy Polling in November 2015 and had a margin of error of +/- 4 percent.

Interstate 66 from the Capital Beltway (Interstate 495) in Fairfax County to U.S. Route 15 in Prince William County is one of the most gridlocked corridors in Northern Virginia, and the entire Commonwealth of Virginia during peak travel periods. It is also heavily congested on weekends and during holiday travel periods.

AAA Mid-Atlantic represents over 3.7 million members, and it serves approximately 840,000 members in the Commonwealth of Virginia. For their sake, we believe a transportation system capable of serving the travel demands of people and the movement of goods and services is fundamental to the development and continued prosperity of our communities.

Thank you,

Thomas F. Calcagni
Director, Public and Government Affairs
AAA Mid-Atlantic

John B. Townsend II
Manager, Public and Government Affairs
AAA Mid-Atlantic



March 10, 2016

The Honorable Timothy Lovain, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street NE Suite 300
Washington, DC 20002-4239

Dear Chairman Lovain:

The Loudoun County Chamber of Commerce, and our twelve hundred member businesses, consider transportation improvements to be one of our highest priorities. We have long understood that Loudoun County is not an island unto itself; and that creating a stronger economy, and world class quality of life in Loudoun County, demands that we get people and goods moving around our region as efficiently as possible. For us, the argument is simple; if our strategic regional transportation network doesn't function, our local transportation network will never function, no matter how much money we pour into it.

Therefore, we urge the National Capital Region Transportation Planning Board (TPB) to endorse the following key Virginia projects for air quality analysis and inclusion in the 2016 update to the Region's Financially Constrained Long-Range Plan (CLRP). Specifically:

- **I-66 Corridor Improvements Outside the Capital Beltway** – By phasing construction to meet demand, this amended project provides urgently needed new highway and transit capacity, expands carpooling and bus services, and reserves space for Metro extension in a highly congested corridor that today moves work- and non-work trips, goods and services between virtually every Northern Virginia locality; and
- **I-66 Corridor Improvements Inside the Capital Beltway** – The accelerated addition of a third eastbound lane concurrent with peak period/peak direction tolling, transit and bike/pedestrian improvements, TDM, and other measures unlocks a major regional chokepoint, improves regional connectivity and job access and protects neighborhoods.

While I-66 does not run directly through Loudoun County, its impact on Loudoun County businesses and residents is unquestionable. I-66 is:

- A major regional commuter corridor;
- A major freight route;
- A key link to Washington-Dulles International Airport – a vital Loudoun County, regional and statewide economic engine; and
- A major homeland security emergency responder/regional evacuation route.

Upgrading I-66 is long overdue and this investment in our northern Virginia regional transportation infrastructure is essential to Loudoun County and our region's future economic competitiveness and quality of life. We must move these projects forward as expeditiously as possible.

Physical Address:
19301 Winmeade Drive, Suite 210
Lansdowne, VA 20176

Mailing Address:
P.O. Box 1298
Leesburg, VA 20177-1298

703 777 2176
703 777 1392 fax
www.loudounchamber.org



The Chamber also urges inclusion of:

I-395 Express Lanes – These lanes will bring much needed additional highway and transit capacity to the corridor, provide dedicated annual funding for expanded transit service to help reduce congestion and travel times, and enhance access to the Pentagon and other regional activity centers.

Again, I-395 does not directly connect to Loudoun County but the High Occupancy or Toll (HOT) HOT lanes system being developed in Northern Virginia has the potential to be a game-changer in terms of easing traffic congestion in our region's crowded urban core, and in terms of financing regional highway and transit improvements. I-395 is as vital a link in our region's transportation network as I-495 or I-66. It simply makes sense to integrate I-395 into the HOT lanes architecture and extend to the commuters in this corridor the same transportation choices motorists using the other road corridors enjoy.

Finally, the Chamber strongly urges the TPB to endorse the widening of Route 28 to 8 lanes, plus auxiliary lanes, between I-66 and Westfields Boulevard, and the VRE Extension project; however, we support TPB examining the possibility of Gainesville as the terminus for the project, while preserving right-of-way for a potential future extension to Haymarket.

Thank you for considering the Loudoun County Chamber of Commerce's thoughts on these important issues.

Sincerely,

A handwritten signature in black ink that reads "Brian J. Fauls".

Brian J. Fauls
Government Affairs Manager



March 10, 2016

The Honorable Timothy Lovain, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street NE Suite 300
Washington, DC 20002-4239

Dear Chairman Lovain:

On behalf of the Board of Directors, the professional team and indeed that of the entire travel and tourism industry of Fairfax County of whom we represent, I am writing you to underscore the absolute and critical priority of improving our regional transportation network as essential for sustained regional prosperity. Access is the major factor in regards to growing this industry, not only for Fairfax County but indeed our region and the Commonwealth of Virginia.

Visit Fairfax urges the National Capital Region Transportation Planning Board (TPB) to endorse the following key Virginia projects for air quality analysis and inclusion in the 2016 update to the Region's Financially Constrained Long-Range Plan (CLRP).

VIRGINIA

- **I-395 Express Lanes** – Brings much needed additional highway and transit capacity to the corridor, provides dedicated annual funding for expanded transit service to help reduce congestion and travel times, and enhances access to the Pentagon and other regional activity centers.
- **I-66 Corridor Improvements Outside the Capital Beltway** – By phasing construction to meet demand, this amended project provides urgently needed new highway and transit capacity, expands carpooling and bus services, and reserves space for Metro extension in a highly congested corridor that today moves work- and non-work trips, goods and services between virtually every Northern Virginia locality.
- **I-66 Corridor Improvements Inside the Capital Beltway** – The accelerated addition of a third eastbound lane concurrent with peak period/peak direction tolling, transit and bike/pedestrian improvements, TDM, and other measures unlocks a major regional chokepoint, improves regional connectivity and job access and protects neighborhoods.

We also urge the TPB to endorse the **widening of Route 28** to 8 lanes plus auxiliary lanes between I-66 and Westfields Blvd., and the **VRE Extension project**, however we suggest that **Gainesville is a more realistic terminus for the project**, while right-of-way should be preserved for a future extension to Haymarket.

Respectfully submitted,

Barry H. Biggar, CDME
President/CEO

Please consider the following comments to the 2016 CLRP AMENDMENT AND FY2017-2022 TIP AIR QUALITY CONFORMITY NETWORK INPUTS.

1. VRE Gainesville-Haymarket Extension (ConID-550)

Please consider ***removing*** the VRE Gainesville-Haymarket Extension project from the CLRP until the ***Long Bridge Improvement Project*** (ConID-550) is incorporated. VRE headways cannot be reduced until the Long Bridge Improvement Project is complete. The express bus/carpool plan in I-66 HOT Project will remove a large portion of current and potentially new VRE transit users in the Gainesville area. These impacts should be evaluated before moving forward with the VRE Gainesville-Haymarket Extension project. Any available federal funding should be used for the Long Bridge upgrade across the Potomac River.

2. Construct/Widen I 66 Westbound (ConID- 786)

Please consider widening I-66 Westbound inside the beltway between Sycamore Street Washington Blvd On-Ramp ***at the same time*** as the Eastbound widening in the same location in 2020. Both projects require reconstructing the bridge over Sycamore Street next to the East Falls Church Metro. It would be more cost effective to complete both projects concurrently to save on remobilization costs. This project should switch places with the I-66 Westbound Auxiliary lane improvement between Spout Run and Glebe. (ConID-350)

3. I-66 improvements between US 29 Centreville and University Boulevard Ramps in Gainesville. (ConID- 852)

Please consider adding a ***fourth general purpose*** for this section of I-66. In addition, it is recommended Route 29 be signed with I-66 between Centreville and Gainesville. This supports two objectives: (1) Allows the NPS to ***evaluate*** closing Route 29 through the Manassas Battlefield Park (ConID-434); (2) Reduced the need to construct the Manassas Battlefield Bypass (ConID-433). It is much cheaper to add this capacity to I-66 concurrently with the I-66 HOT project then build the Manassas Battlefield Bypass north of Route 29 and provides east-west capacity 10 years earlier. The Manassas Battlefield Bypass (ConID-433) project should be removed from the CLRP if the I-66 change is implemented.

4. Widen Dulles Airport Access Road (ConID-236)

Please consider ***removing*** this improvement from the CLRP. This project is unnecessary with the construction of the Silver Line. A better approach would be to study converting the Dulles Airport Access Road Lanes to HOT Lanes, with provisions for free access to the airport. This could help reduce tolls on the Dulles Toll Road during off-peak hours. In addition, it does not appear this project will be complete by 2017.

5. Widen Route 28 between Prince William County Line and US29 (ConID-737)

Please consider ***moving the completion date*** of the project from 2025 to 2019 to match the completion of the I-66/Route 28 interchange improvement (ConID-755). Without this improvement the I-66/Route 28 interchange may not function as desired due to the potential backup from New Braddock Rd in the PM rush hour.

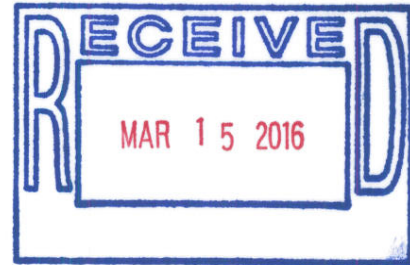
Mark Scheufler – Manassas Park, VA 20111



Heavy Construction Contractors Association

8424 Quarry Road-Suite 201, Manassas, Virginia 20110
(703) 392-7410 phone / (703) 392-7249 fax

March 11, 2016



The Honorable Timothy Lovain, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street NE Suite 300
Washington, DC 20002-4239

Dear Chairman Lovain:

Heavy Construction Contractors Association (HCCA) is a nonprofit organization comprised of infrastructure contractors and related firms that work collectively to make a positive impact on the construction industry, the economy and the quality of life for the benefit of Northern Virginia and surrounding areas. HCCA represents 156 member firms with 23,000 employees.

The HCCA considers transportation one of its top priorities and improving our regional transportation network as essential for sustained regional prosperity.

The HCCA urges the National Capital Region Transportation Planning Board (TPB) to endorse the following key Virginia projects for air quality analysis and inclusion in the 2016 update to the Region's Financially Constrained Long-Range Plan (CLRP).

VIRGINIA

I-395 Express Lanes – Brings much needed additional highway and transit capacity to the corridor, provides dedicated annual funding for expanded transit service to help reduce congestion and travel times, and enhances access to the Pentagon and other regional activity centers.

I-66 Corridor Improvements Outside the Capital Beltway – By phasing construction to meet demand, this amended project provides urgently needed new highway and transit capacity, expands carpooling and bus services, and reserves space for Metro extension in a highly congested corridor that today moves work- and non-work trips, goods and services between virtually every Northern Virginia locality.

I-66 Corridor Improvements Inside the Capital Beltway – The accelerated addition of a third eastbound lane concurrent with peak period/peak direction tolling, transit and bike/pedestrian improvements, TDM, and other measures unlocks a major regional chokepoint, improves regional connectivity and job access and protects neighborhoods.

The HCCA also urges the TPB to endorse the **widening of Route 28** to 8 lanes plus auxiliary lanes between I-66 and Westfields Blvd., and the **VRE Extension project**, however we suggest that **Gainesville is a more realistic terminus for the project**, while right-of-way should be preserved for a future extension to Haymarket.

Thank you!

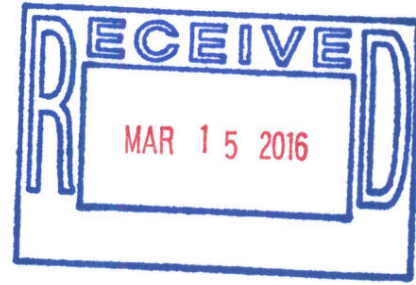
Sincerely,

A handwritten signature in black ink, appearing to be 'KG', enclosed within a large, hand-drawn oval. A horizontal line extends from the right side of the oval.

Ken Garrison
Executive Director
Heavy Construction Contractors Association

March 10, 2016

The Honorable Timothy Lovain, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street NE Suite 300
Washington, DC 20002-4239



Dear Chairman Lovain:

The Dulles Regional Chamber of Commerce is one of the largest chambers in the DC metro area, representing over 700 businesses and over 18,000 employees. It considers transportation one of its top priorities and improvement of our regional transportation network as essential for sustained regional prosperity. Our Chamber urges the National Capital Region Transportation Planning Board (TPB) to endorse the following key Virginia projects for air quality analysis and inclusion in the 2016 update to the Region's Financially Constrained Long-Range Plan (CLRP).

VIRGINIA

- **I-395 Express Lanes** – Brings much needed additional highway and transit capacity to the corridor, provides dedicated annual funding for expanded transit service to help reduce congestion and travel times, and enhances access to the Pentagon and other regional activity centers.
- **I-66 Corridor Improvements Outside the Capital Beltway** – By phasing construction to meet demand, this amended project provides urgently needed new highway and transit capacity, expands carpooling and bus services, and reserves space for Metro extension in a highly congested corridor that today moves work- and non-work trips, goods and services between virtually every Northern Virginia locality.
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The Dulles Regional Chamber also urges the TPB to endorse the **widening of Route 28** to 8 lanes plus auxiliary lanes between I-66 and Westfields Blvd., and the **VRE Extension project**; however, we suggest that **Gainesville is a more realistic terminus for the project**, while right-of-way should be preserved for a future extension to Haymarket. The regional analysis we commissioned from Steve Fuller five years ago shows that the Dulles Region which encompasses these projects is home to 47% of the total office market of Fairfax and Loudoun Counties. This in turn suggests that when reasonably full occupancy returns to this area, the vehicle stress will become very difficult for commuters. We urge you to consider such predicated future conditions and be proactive to them.

Thank you!

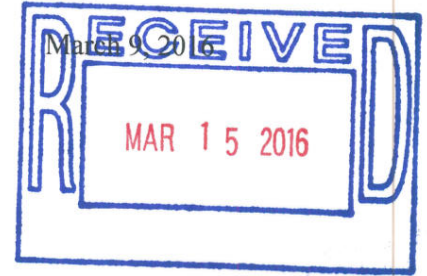
Sincerely,



Eileen D. Curtis, President
Dulles Regional Chamber of Commerce



The Honorable Timothy Lovain, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street NE Suite 300
Washington, DC 20002-4239



Dear Chairman Lovain:

Please accept the following email letter in support of the specific items listed, below.

The S. W Rodgers, Co. Inc. represents more than 350 employees and their families and considers transportation one of its top priorities and improving our regional transportation network as essential for sustained regional prosperity and future economic growth.

We urge the National Capital Region Transportation Planning Board (TPB) to endorse the following key Virginia projects for air quality analysis and inclusion in the 2016 update to the Region's Financially Constrained Long-Range Plan (CLRP).

VIRGINIA

- **I-395 Express Lanes** – Brings much needed additional highway and transit capacity to the corridor, provides dedicated annual funding for expanded transit service to help reduce congestion and travel times, and enhances access to the Pentagon and other regional activity centers.
- **I-66 Corridor Improvements Outside the Capital Beltway** – By phasing construction to meet demand, this amended project provides urgently needed new highway and transit capacity, expands carpooling and bus services, and reserves space for Metro extension in a highly congested corridor that today moves work- and non-work trips, goods and services between virtually every Northern Virginia locality.
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S.W. Rodgers also urges the TPB to endorse the **widening of Route 28** to 8 lanes plus auxiliary lanes between I-66 and Westfields Blvd., and the **VRE Extension project, however we suggest that Gainesville is a more realistic terminus for the project**, while right-of-way should be preserved for a future extension to Haymarket.

Your support & endorsement of these vital infrastructure improvement will further the relief of Regional Congestion and will undoubtedly enhance our employees ability to get to work and our jobsites in a safe & more timely manner.

Respectfully,

Roy O. Beckner
Director of Business Development