

ITEM 8 - Action
October 19, 2005

Review of Comments Received and Acceptance of
Recommended Responses for Inclusion in the
Air Quality Conformity Assessment, the 2005 Constrained Long
Range Plan (CLRP), and FY 2006-2011 Transportation
Improvement Program (TIP)

Staff

Recommendation: Receive briefing on the comments received and the recommended responses, and accept them for inclusion in the air quality conformity assessment, the 2005 CLRP, and the FY 2006-2011 TIP.

Issues: None

Background: Federal regulations require that the CLRP and TIP include a summary analysis and report on significant public comments as part of the public involvement process.

The attached memorandum of October 17, 2005 presents draft responses to comments received by October 15, the last day of the 30-day public comment period. This memorandum was made available by e-mail to the Board members on October 17. The final version of the attached comments and responses memorandum will be incorporated into the documents scheduled for consideration under agenda items 9, 10, and 11.

The public was encouraged to submit comments online and 160 were received. Copies of these comments are attached. All of the comments

can be viewed at
[www.mwcog.org/transportation/public/comments
.asp](http://www.mwcog.org/transportation/public/comments.asp)

Following the suggestions of the CAC, this web page was designed to enable the user to view all of the comments received or to view them by category and organize them by name, city, state, zip code, and date submitted. The vast majority of the remarks were focused on the Techway study, the I-495 HOT lane project in Virginia and the Intercounty Connector (ICC) in Maryland. Persons making comments were asked to categorize their remarks for tabulation.

One hundred and ten comments were in opposition to the proposed 2005 CLRP including the Techway study, the I-495 HOT lane project in Virginia and the Intercounty Connector while 32 were in support of these projects. Eighteen comments were general in nature.

National Capital Region Transportation Planning Board

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M E M O R A N D U M

October 17, 2005

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director, Department of
Transportation Planning

SUBJECT: Draft Responses to Comments Received Through the Close of the
Public Comment Period on October 15, 2005 on the 2005 CLRP
and FY 2006-2011 TIP

Introduction

On September 15, 2005, the draft air quality conformity analysis, the draft 2005 CLRP, and the draft FY 2006-2011 TIP were released for a 30-day public comment period which closed on October 15. An opportunity for public comment on these documents was provided at the beginning of the September 21 TPB meeting.

Public comments have been posted as received on the COG web site at <http://www.mwcog.org/transportation/public/comments.asp> Board members are invited to review these comments on the web. This memorandum provides draft responses to comments received through the close of the public comment period on October 15. The memorandum was e-mailed to Board members on October 17. The Board will be briefed on the comments received and recommended responses at the October 19 meeting.

The public was encouraged to submit comments online and 160 were received. Following the suggestions of the CAC, this web page was designed to enable the user to view all of the comments received or to view them by category and organize them by name, city, state, zip code, and date submitted. The vast majority of the remarks were focused on the Techway study, the I-495 HOT lane project in Virginia and the Intercounty Connector (ICC) in Maryland. Persons

making comments were asked to categorize their remarks for tabulation. One hundred and ten comments were in opposition to the proposed 2005 CLRP including the Techway study, the I-495 HOT lane project in Virginia and the Intercounty Connector while 32 were in support of these projects. Eighteen comments were general in nature.

Key comments received through the close of the public comment period and recommended responses are grouped and summarized below:

Comment on The Feasibility Study of the Techway Project in Northern Virginia

1. Comment: The inclusion of the Techway and a new Potomac Bridge in Virginia should not be included in the regional plan and TIP, and Virginia officials should hold public hearings on this project before it is submitted into the plan.
 - The regional plan should continue to include environmental assessment funds for new Potomac River crossings.

Response: The draft FY 2006-2011 TIP scheduled for TPB approval on October 19 contains a project listing of a feasibility study for a Techway from the Dulles Toll Road to the MD state line in Fairfax County. The study limits do not cross the Potomac River. It programs \$400,000 in FY 2006 for the study.

As shown in the draft TIP listing, this project listing is not a new submission but a reprogramming of funding from FY 2005 to FY 2006. In the 2004 CLRP and FY 2005-2010 TIP approved by the TPB on November 17, 2004, the project listing shows the same feasibility study with \$400,000 programmed in FY 2005. FHWA has approved the funding for this study and it continues to be shown in the Virginia Six Year Improvement Program (SYIP).

Comment on The Western Transportation Corridor Project in Northern Virginia

2. Comment: The Western Transportation Corridor Project should be removed from the CLRP.

Response: The Western Transportation Corridor Project has not been included as a study or project in the CLRP for several years.

Comments on The Proposed I-495 HOT Lanes in Northern Virginia

3. Comment: Officials should consider how to apply toll management on at least a portion of the existing highway right-of-way by converting it into BRT/HOT lanes.
- The I-495 Virginia HOT Lanes should be constructed.

Response: The TPB relies on the EIS process to examine alternatives for a project and then to identify the preferred alternative for inclusion in the CLRP. VDOT is conducting the EIS process as required under the National Environmental Policy Act (NEPA). This EIS process began several years ago, and has addressed various lane configurations and alternatives for the project, including one with 10 lanes. Public hearings on proposed alternatives were held in May 2002 and citizens information meetings were held in June 2004. On January 20, 2005, the Commonwealth Transportation Board approved the 12 lane (8 general purpose and 4 HOT lanes) project as the "candidate build alternative." VDOT has submitted this project for inclusion in the air quality assessment for the 2005 CLRP and FY 2006-2011 TIP.

The TPB will be asked on October 19, 2005 to make a conformity determination on the CLRP as a whole, including this Beltway HOT lane project and the other proposed project submissions. The draft EIS document for this project is expected by the end of 2005. It is not uncommon for the TPB to include projects in the regional 25 year CLRP before an EIS process is completed or even before it has begun. In some cases, such as for the Dulles Corridor Rapid Transit Project and the Woodrow Wilson Bridge project, a project was included in the plan a year or more before the draft EIS was completed.

The EIS process is subject to federal requirements for public review and comment. Should this review result in a project with design concept and scope significantly different from that in the plan, then the plan must be amended with the different project and a new conformity assessment made before the EIS process can be completed. A record of decision for a project cannot be approved until the conformity analysis and CLRP update are completed and approved.

The following sections of the Environmental Protection Agency's transportation conformity rule provide the necessary guidance on this point:

"§ 93.106 Content of transportation plans.

(2)(ii) The highway and transit system shall be described in terms of the

regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in the horizon years. Additions and modifications to the highway network shall be sufficiently identified to indicate intersections with existing regionally significant facilities, and to determine their effect on route options between transportation analysis zones. Each added or modified highway segment shall also be sufficiently identified in terms of its design concept and design scope to allow modeling of travel times under various traffic volumes, consistent with the modeling methods for area-wide transportation analysis in use by the MPO. Transit facilities, equipment and services envisioned for the future shall be identified in terms of design concept, design scope, and operating policies that are sufficient for modeling of their transit ridership. Additions and modifications to the transportation network shall be described sufficiently to show that there is a reasonable relationship between expected land use and the envisioned transportation system; and

§ 93.107 Relationship of transportation plan and TIP conformity with the NEPA process.

The degree of specificity required in the transportation plan and the specific travel network assumed for air quality modeling do not preclude the consideration of alternatives in the NEPA process or other project development studies. Should the NEPA process result in a project with design concept and scope significantly different from that in the transportation plan or TIP, the project must meet the criteria in §§93.109 through 93.110 for projects not from a TIP before NEPA process completion.

4. Comment: New HOT lanes should not be approved without requiring a robust public transportation element and commitments to ensure that a portion of the HOT lane toll revenues are dedicated to funding public transportation.

Response: At its April 20, 2005 meeting, the TPB approved a set of eleven goals concerning the implementation of value pricing projects in the Washington region. With respect to the use of HOT lane toll revenues for funding the public transportation element of HOT lane projects, the following goal was adopted:

"Toll revenues from variably-priced lane projects may finance construction, service debt, and pay for operation and maintenance of the priced lanes. Should toll lanes operate at a revenue surplus, consideration should be given to enhancing transit services. "

The HOT lane project on the Capital Beltway will be financed under Virginia's Public-Private Transportation Act (PPTA) of 1995. Financing will be arranged by a private contractor and will not make use of traditional public funding sources. The VDOT project submission includes a detailed

draft financial plan for the capital costs and debt service. Starting in 2010, toll revenues will be generated each year and these revenues will be used for debt service and operating and maintenance expenses of the HOT lanes.

The project as specified for the air quality conformity analysis of the CLRP includes future bus routes and services in the I-495 corridor where the HOT lane project is proposed that will be operated by Metrobus, Fairfax Connector, OmniRide, and private providers. There is no commitment for the HOT lane toll revenues to be used for funding transit services.

5. Comment: There are four significant drawbacks in using the COG/TPB travel demand model in this project:

- 1) The model is estimated from 1993 travel survey information and so is out-of-date.
- 2) The model greatly overestimates existing transit ridership in suburban northern Virginia -
- 3) A major reason for the overestimation is the failure to adequately incorporate local land use characteristics into the estimation process.
- 4) Running the model is time consuming, both in setting up files and in computer time.

Response: These comments do not provide an accurate characterization of the TPB modeling process. The TPB travel model (Version 2.1D #50) is estimated using a series of data sets. The most important is the 1994 Household Travel Survey, a survey of the travel behavior of 4,800 households in the Washington, D.C. area. The COG/TPB model has also been validated to year-2000 traffic counts. Below is a list of the data sets used to calibrate and validate various components of the COG/TPB travel model:

- 1990 Census Transportation Planning Package (CTPP)
- 1993 Baltimore Regional Household Travel Survey (BTS)
- 1994 COG/TPB Household Travel Survey (HTS)
- 1994 COG/TPB Auto External Survey (AES)
- 1994 WMATA Metrorail Survey (WMS)
- 1996 COG/TPB Truck Internal Survey
- 1996 COG/TPB Truck External Survey (TES)
- 2000 traffic counts
- 2000 census transportation planning package (CTPP) county-level worker flows

The TPB model includes a land use mix variable defined as

$$(\text{Land use mix index}) = (\text{hhpopd} * \text{nempd}) / (\text{hhpopd} + \text{nempd})$$

where hhpopd = Household population density
 nempd = Normalized employment density

In the home based work (HBW) mode choice model, the variable is included in both the transit utility equation and the drive alone utility equation. The variable was found to be statistically significant in both cases.

The TPB Version 2.1D #50 model includes several new features which were recommended by the expert panel of the TRB in its review of the TPB travel demand models, and has the capability to address land use density, time-of-day travel, toll pricing, and transit service levels and fares.

6. Comment: BTI and Environmental Defense commissioned Smart Mobility, Inc., a respected transportation modeling and consulting firm, to develop a computer simulation of a potential BRT-HOT network concept. This was evaluated using a new sketch-planning model that was based upon census travel data and elements of the Transportation Planning Board's TPB regional travel model.

Response: After reviewing the description of the new sketch-planning model, provided in Appendix A to the report "Changing Lanes - Linking Bus Rapid Transit and High Occupancy Toll Networks in Northern Virginia" by Breakthrough Technologies Institute (BTI) and Environmental Defense (ED), TPB staff have a number of concerns about the logical consistency and validity of the model for estimating traffic volumes and transit ridership on HOT lanes:

1. Logit mode choice models are typically estimated from disaggregate (person-level) travel choice data, such as that from a household travel survey, not from the aggregate-level data found in the CTPP component of the Census as has apparently been done in the BTI/ED model.
2. The list of variables included in the BTI/ED model does not include cost. It is not clear how the model could be used to estimate traffic on lanes with variable tolls without a cost variable.
3. In each of the four models reported, the coefficients of single occupant vehicle time and single occupant vehicle distance are of opposite sign, implying that increasing time and increasing distance have opposite effects on mode choice.
4. Several of the estimated coefficient values fall outside the range that would be expected for a home-based work mode choice model. For

example, guidance issued by the Federal Transit Administration suggests that the ratio of out-of-vehicle time to in-vehicle time (OVT/IVT) should be between 2 and 3. The BTI/ED walk-access transit model includes an OVT/IVT ratio of 6.3.

5. Typically, when a corridor has both transit service and HOV facilities, these two modes compete more strongly with each other than they do with the single-occupant vehicle mode. If a new BRT service on an HOV/HOT facility generates new transit trips, experience suggests that the majority of the new trips would come from HOV, not SOV as has been claimed by BTI/ED in the statement: "a travel model analysis of a BRT system... suggests such a system might attract 8,000 new transit commuters daily and 23,000 new net transit trips per day in 2010, with 80 percent of these drawn from single occupant vehicles."

7. Comment: Rather than widen the Beltway, it would be better to expand Metro, build the Purple Line, put walkable, town-centered development at Metro stations.

Response: Considerable amounts of new public funding are required in order to build and operate such Metrorail expansions. The Beltway project will be financed under Virginia's Public-Private Transportation Act (PPTA) of 1995. Financing by a private contractor will not make use of traditional public funding sources, but instead will depend on the tolls on the new HOT lanes. The toll revenues are expected to cover the costs of constructing, servicing debt, and operating and maintaining the 4 HOT lanes and interchanges for the project.

Comments on Other Highway Projects in Virginia

8. Comment: Support funding for the I-95/I-395/I-495 Interchange and upgrade of Franconia-Springfield Parkway, a new interchange at I-66 and Route 29 in Gainesville, and improvements to I-66.

Response: The current TIP includes funding for these projects.

9. Comment: Studies of the Tri-County Parkway and Battlefield Bypass should be cancelled and deleted from the plans.
- The Tri-County Parkway should be constructed.

Response: The previous TIPs have included funding for these projects. The studies are underway.

Comment on The Intercounty Connector Project in Maryland

10. Comment: The Intercounty Connector should be removed from the CLRP and the billions shown in the FY 2006 TIP should not be spent..
- The Intercounty Connector project should be built as quickly as possible.

Response: Thousands of “pro” and “con” comments were submitted to the TPB in 2004 when the ICC was proposed for inclusion in the CLRP. The 2004 CLRP was approved by the TPB on November 17, 2004 and MDOT is proceeding to program funding in the TIP to implement the project as planned. The NEPA process for this project is proceeding and the final EIS is expected to be submitted to FHWA by the end of the year. Once a record of decision for a project is received the funding in the TIP can be obligated for construction.

Comment on Regional Land Use and Transportation Planning

11. The region’s leaders should fundamentally change land use planning and only then match the appropriate transportation projects to the land use.

Response: The relationship among land use, environmental and transportation planning for the area is established through the continuing, coordinated land-use, environmental and transportation planning work programs of COG and TPB. Policy coordination of land use and transportation planning is the responsibility of COG, through its Metropolitan Development Policy Committee (MDPC), and the Transportation Planning Board. As detailed in the attached resolution of October 12, 2005, the COG Board of Directors approved the Round 7.0 Cooperative Forecasts of Population, Households and Employment for Metropolitan Washington effective with the TPB’s action to approve the air quality conformity analysis of the 2005 CLRP and the FY 2006-2011 TIP.

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 North Capitol Street, NE
Washington, DC 20002-4239

**RESOLUTION APPROVING ROUND 7.0 COOPERATIVE FORECASTS OF POPULATION,
HOUSEHOLDS AND EMPLOYMENT FOR METROPOLITAN WASHINGTON**

WHEREAS, on September 10, 1975, the Board of Directors of the Metropolitan Washington Council of Governments (COG) authorized the development of a Cooperative Forecasting Program as a component of the Metropolitan Growth Policy Program; and

WHEREAS, the purpose of the Cooperative Forecasting Program is to provide current forecasts of population, households, and employment growth and change for use in metropolitan planning programs, including the Water Resources, Transportation Planning, Air Quality, Energy Resources, Metropolitan Development and Housing Programs; and

WHEREAS, COG designated its Metropolitan Development Policy Committee as the policy body responsible for developing these forecasts through the Cooperative Forecasting Program; and

WHEREAS, each major round of forecasts takes into account econometric modeling of the region's economy based on both national economic and demographic assumptions and as well as a series of economic and demographic assumptions specific to the region, with such a round of exhaustively reevaluated forecasts scheduled every three years, in support of federal transportation planning requirements; and

WHEREAS, the Cooperative Forecasting and Data Subcommittee of the Planning Directors Technical Advisory Committee has been actively engaged during the past year in developing the first series of forecasts from the seventh round ("Round 7.0") based on current development trends and economic and demographic estimates, as the basis for further study of land use/transportation relationships to comply with Federal regulations implementing the Clean Air Act Amendments and the Transportation Equity Act for the 21st Century (TEA-21); and

WHEREAS, the Cooperative Forecasting Program has involved the active participation of COG's participating governments, as well as Anne Arundel and Howard counties and the Tri-County Council for Southern Maryland, which have provided local population, household, and employment forecasts, documentation of methodology and assumptions upon which the forecasts are based, and related analyses for use in the process, and has involved full participation of the Baltimore Metropolitan Council, the Maryland Office of Planning, and the National Capital Planning Commission; and

WHEREAS, beginning in 1991, COG endorsed the first annual update to the forecasts of population, households, and employment as the basis for further study of land use/transportation relationships, and to enable local governments so inclined to adjust forecasts annually based on planning, zoning, and economic changes; and

WHEREAS, on September 9, 1998, the COG adopted Resolution R25-98, charging the Metropolitan Development Policy Committee, in conjunction with the Planning Directors Technical Advisory Committee and the Cooperative Forecasting and Data Subcommittee, with strengthening the Cooperative Forecasting Program submission, review, and approval process and to notify COG's Board of Directors of actions taken; and

WHEREAS, to further enhance coordination between regional land use and transportation planning, on February 12, 2003, COG adopted Resolution R8-03, which recommends that approval of each round of the Cooperative Forecasts should occur concurrently with the completion of the National Capital Region Transportation Planning Board's (TPB) Air Quality Conformity Analysis of the Transportation Improvement Program (TIP) and

the Financially-Constrained Long Range Plan (CLRP); and

WHEREAS, on July 13, 2005, the Metropolitan Development Policy Committee (MDPC) approved the draft Round 7.0 Cooperative Forecasts for use in this year's Air Quality Conformity Analysis of the FY2006-2011 Transportation Improvement Program (TIP) and the 2005 Financially Constrained Long Range Plan (CLRP); and

WHEREAS, collectively, local plans and zoning in the metropolitan Washington region do not currently provide for the amount of housing necessary to provide workers to fill forecast jobs for the metropolitan area; and

WHEREAS, in the past forecasts adopted by the Board were primarily based on local plans and zoning capacities as provide for in locally adopted land use plans because there was sufficient capacity in local plans for the modeled period; and

WHEREAS, to provide sufficient housing in the out years 2010 to 2020 to meet employment projections it is necessary to anticipate that certain localities over time will re-plan and rezone land sufficient to provide for the additional housing, the assumption of which is consistent with current development trends and economic and demographic inter-relationships.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:

1. COG approves the Round 7.0 forecasts, effective with the National Capital Region Transportation Planning Board's (TPB) action to approve the results of the Air Quality Conformity Analysis of the FY2006-2011 Transportation, Improvement Program (TIP) and the 2005 Financially Constrained Long Range Plan (CLRP).
2. COG commends the Planning Directors Technical Advisory Committee, Cooperative Forecasting and Data Subcommittee and all participants in the Cooperative Forecasting Program for their contributions to the effort to date.

Comment in opposition to the proposed amendments and/or a specific project

Submitted by: An Individual

Anne Ambler

Silver Spring, MD 20902

October 14 2005

I am greatly disappointed that the TPB has slipped the Techway study into the plan in an apparent effort to move it forward in spite of clear opposition on both sides of the Potomac. Has nothing been learned from proof of global warming and high gas prices? Montgomery County's visionary preservation of farmland benefits the entire region by preserving air, water, and the possibility of growing food locally. The Techway would inevitably lead to the loss of this land. I recognize that it is an essential piece of the outer beltway that those who benefit from endless sprawl want. But you represent not just developers and pavers; you represent the citizens. Citizens need to breathe, drink water, and eat. For their sake, remove the Techway study from the plan and instead plan for fuel efficient transit to serve walkable, bikable communities. Thank you.

Eleanor Anderson

Great Falls, VA 22066

October 14 2005

I oppose the Techway because there is no evidence that it would relieve traffic congestion. Such a road would dramatically increase traffic on Route 7 in Virginia, and probably Georgetown Pike, a two-lane road, as well. Additionally, it could severely compromise the benefits of Montgomery County's agricultural preserve, on the Maryland side and destroy very important parkland on the Virginia side, which serves as a buffer to development and a critical protection for this National Heritage River. Congressman Wolf put a stop to the "techway" study earlier. He was right then and it should not go forward now..

Susan Appelman

Potomac, MD 20854

October 14 2005

I emailed one of Montgomery County Councilmember regarding to the County's position on Techway Project. He wants to re-emphasize his position, no. And no means no!!! 85% of Montgomery County residents believe that the region's traffic will not be solved by build more road. Instead, we believe better transportation planning, including public mass transportation, and smarter management of intersection will resolve the problem. Not only VDOT's previous study shows that no need to build the Techway, but also other governmental studies show the same result. Why are we wasting our time and money in Techway? Let's move on to new Metro line and other public transportation ideas. Okay?!

Meredith Asbury

Potomac, MD 20854

October 15 2005

I would like to oppose the building of a Tech Way between VA and MD through Montgomery County. A second crossing through Montgomery County violates our local planning and will increase traffic in our already crowded area.

Ken Ashraf

North Potomac, MD 20878

October 14 2005

Please spend the money on something that actually can resolve regional traffic problems and needs. For example, Purple line of Metro, or bridge cross train. Techway had been proven and studied for years, the results had been the same, it is not going to help commuters, and it is not going to resolve traffic problem. All it would bring are more developments which Montgomery County and Loudon county's residents against, damage environments, and destroyed important wet lands and parks. Please remember, people of Montgomery County and Loudon County should decide what their communities should be planned, not those developers who pay the political contribution. In the end, it should be the residents' decision. And previous studies had encountered huge public opposition, why do you want to try again? We will use our votes to express our frustration on regional traffic and land use failure created by the elected government officials

Comment in opposition to the proposed amendments and/or a specific project

RJ Bacon

Sterling, VA 20165

October 14 2005

Every time I think we've done with it, someone in Richmond resurrects the bridge study. Let's go through this again. We need no more north-south roads. They serve only to create building opportunities, increase car trips and move more traffic into NVA communities. Studies enough have been done, and they all show that a new Potomac crossing will only increase traffic in Eastern Loudoun, and have little to no effect on relieving congestion on the American Legion Bridge. I cannot help notice the comments in support of the projects seem to be cut and paste. I would venture to guess these are all builders and developers, most living somewhere other than the proposed bridge sites. Before I am once again scolded that NIMBY is not a valid argument, let me make clear that that is not my stance. My stance is NBNW. No Bridge, NoWhere. The only transportation needs we have in NVA now, after all the recent development, is of the public variety to get all the newly added cars off the road. Nearly every traffic jam I get into these days is caused by road construction and construction vehicles, by the way.

Larry Baker

Sterling, VA 20164

October 14 2005

Please remove the techway study from the regional transportation plan. By building Techway, it will only invite more developments in both sides of Potomac. Also, previous studies had already shown the Techway would not improve the traffic problems in Northern Virginia and Montgomery County. With limited budget, \$400,000 should be allocated to study other mass-transit plan, like light rail in Urban areas, or Metro rail extension.

Susan Bass

Darnestown, MD 208787

October 14 2005

Please respect Montgomery County residents' choice. We don't want Techway. Montgomery County councilmembers unanimously reject the techway purposal. Polling shows the same number. Not only that Montgomery Couny executive and Councilmembers again assure that they will protect Agriculture reserve. So leave us alone.

Bonnie Bick

Oxon Hill, MD 20745

October 14 2005

Strongly oppose the building of a Potomac Techway Bridge. Strongly oppose the building of the 2.7 billion \$ ICC. Strongly oppose the widening of the beltway to 12 lanes; HOV/toll lanes in VA. COG needs to focus on providing public transportation for the region. Key project for support: Metro Rail on the Woodrow Wilson Bridge....bulid the Purple Line...not new highways and bridges!

sheila bischoff

rockville, MD 20853

October 15 2005

We are focusing too much in building highways rather than solving the local traffic problems in our communities. We will get to a point where building highways will not solve the traffic problem. The ICC will take a HUGE portion of the transportation funds, not solve the traffic problem, cause more traffic at rush hour for certain communities and encourage people to be behind the wheels rather than use public services. We are giving our children a bigger problem for the near future. Traffic with no solution. Tax payer's money should be spent more wisely. Infra-structure should be considered before allowing more development to go up.

Denise Bloom

Germantown, MD 20874

October 14 2005

According to VDOT's own recent studies, there is no need for a second bridge across Potomac River. I really don't understand the reason behind re-introducing the study in the regional traffic plan. The techway would not solve the traffic problem, but inducing more traffic into West Montgomery County. It will created a lot of pollution (noise, water, air, etc) into the neighborhood in these areas. What is the benefit of building Techway? Why is VDOT wants to spend \$400,000 for this useless highway? We can use this money to study other public transportation plans, like "purple line" and CCT(County Corridor Transitway). I hope the councils/planner can hear the residents' voices. No techway, put it into rest, forever. Please...

Comment in opposition to the proposed amendments and/or a specific project

Claude Bradshaw

Catharpin, VA 20143

October 15 2005

I oppose the techway Bridge Project , ICC and 12 - Lane Betway Project. There is a complete lack of public disclosure and public hearings and a waste of taxpayers money..

Lance Brown

Washington, DC 20002

October 12 2005

The benefit of the ICC is not worth the cost. This road will contribute to congestion on the other major arteries that surround it. The funds required for the ICC would be better spent on virtually any other transportation initiative, but especially on ones that would ease congestion on and within the beltway.

A Brown

Silver Spring, MD 20906

October 14 2005

I am totally against the construction of the ICC. Please spend our money developing other means to lesson the congestion of traffic. This will not solve the problem, and will encourage more traffic and destroy precious land.

Susan Klimek Buckley

Sterling, VA 20165

October 13 2005

No matter how many times you attempt to resurrect these projects as solutions to the ongoing transportation crisis, the facts remain the same. Prior studies show that these projects are not viable solutions to the traffic gridlock experienced by so many metro area citizens. Rather, they only will bring more sprawl, environmental harm and traffic congestion to our area. The citizens have spoken. Now, you need to hear what they are saying.

christine catucci

silver spring, MD 20906

October 14 2005

I am very much against the ICC. I believe it will not be a good impact for our environment and I really don't think it will be used much, since it will be a toll road. Why can' we get more public transportation, or just widen rte28 and 198 which go straight from rockville into Laurel. I think there is a very good reason why this project has only been on the books for 50 years and that is because it is a BAD idea.

Peggy Chen

Rockville, MD 20852

October 13 2005

I am total disagree with one of comment from supporter of Techway study (Arlington, VA). He believes that wih Techway, it will help the growth of jobs in DC area. However, I don't think job growth is a probelm. First, currently, our region has lowest unemployment rate. Second, bio-tech, high tech, and government contract compaies continue to move in for college graduate and favorable business enviornment. I don't think we should be worry about it. In other prospective, can we attract people here if our living envoiornment getting worse, or if our school getting worse? DC has more enough people that regional school, roads, public utilities(also fire and police station) can't handle anymore. Pretty soon, the crime rate would raising, school reputation and quality wil get worse, and pollution probelm will be more serious. Do you want to live in this area then? Do you think business want to move in? I am not against growth. But, we should grow with feasible plan. Job growth is very important, so are enviornment, public safety, and school. Let's not chose one over another, let's balance's it out.

Sarah Clarke

ARLINGTON, VA 22201

October 13 2005

I oppose the "Techway", the IIC, and support more public transport! 1. TOO MUCH FOCUS ON HIGHWAY BYPASSES THAT DO NOT RELIEVE CONGESTION 2. IGNORING PUBLICLY SUPPORTED ALTERNATIVES AND NEEDS

Comment in opposition to the proposed amendments and/or a specific project

Marc Cohen

Silver Spring, MD 20904

October 14 2005

I strongly oppose the building of the ICC through our community and most of all through the environmental protection area of the Upper Paint Branch. The era of cheap energy is over. COG needs to focus on public transit and sustainable development rather than superhighways/toll- roads that create energy consuming sprawl and growth. COG needs to do a study on the future of energy costs, health effects on the population and energy consumption as a baseline for any future roadway projects.

John Cook

Boyd's, MD 20841

October 13 2005

I strongly oppose the addition to the plan of a study for the POTOMAC BRIDGE PROJECT (aka "Techway") on page 99 of 227 in PDF (page 101 printed on page), listed as VA Primary road line item 40; \$400,000 DEIS Proposed for Preparation. This is an unnecessary, frivolous, wasteful project with no benefit or value to the public. VDOT slipped this project study into the regional plan without any hearings or discussion at meetings of the Northern Virginia Transportation Authority. If there was consideration being given to reviving this dead proposal it should have been publicly discussed and examined. VDOT's own most recent study showed no need for a bridge crossing in western Fairfax/Eastern Loudoun/Montgomery and that fewer than 2000 vehicles make a peak hour "U-Shaped Commute". The proposed "bypass" to nowhere will not reduce Beltway/American Legion Bridge traffic. There is no reason for further consideration of this project and proper procedures were not followed in trying to resuscitate this proposal.

Betsi Dahan

Potomac, MD 20854

October 12 2005

After overwhelming public opposition, Congressman Wolf cancelled his study in 2001. VDOT's last study showed no need for a Potomac River crossing in western Fairfax/Eastern Loudoun/Montgomery—fewer than 2000 vehicles make peak hour "U-Shaped Commutes" from Montgomery to Fairfax/Loudoun. A New bridge will not reduce Beltway/American Legion Bridge traffic, but will shift more development into Montgomery County's Agricultural Reserve and North Potomac.

Ralph Dashner

Kensington, MD 20895

October 13 2005

I am writing to oppose construction of the ICC, the proposed study of a Potomac River crossing upstream of the American Legion Bridge and yet another widening of the Beltway. These projects are simply a continuation of old policies that have created the traffic problems of the region by facilitating poorly planned land use. Our traffic problems are caused by too many cars, not by too few roads. The MWCOC should use its resources to create alternatives to driving such as balanced land use planning and improved mass transit. The projects I mentioned are poor uses of our public resources since they are enormously expensive and will continue the degradation of the quality of life in the region. The ICC and the "Techway" river crossing have been shown by previous studies to have no impact on existing traffic problems and to be extremely damaging to the few remaining undeveloped areas in the D.C. area. These two projects should be immediately and irrevocably removed from all future transportation planning.

Sarah Defnet

Poolesville, MD 20837

October 13 2005

We greatly oppose an outer crossing. We need to seek other smart transportation alternatives, and not ones that support runaway development and sprawl. Let's not destroy the agricultural reserve in Montgomery County to pay for the Loudon County's lack of planning and runaway development.

Comment in opposition to the proposed amendments and/or a specific project

Marilyn Dennis

silver spring, MD 20906

October 14 2005

I am against the ICC for the following reasons: Too much money. Other projects have greater need. Doesn't solve the problem- we need mass transit-like a purple line. The cost of gas will only increase and drivers will find alternative means. Since Katrina hit and prices have soared, less people have driven, metro ridership is up. We need to make more metro routes more accessible. We need a purple line. People need affordable transportation. If more people used metro there would be less congestion and the road would not be used. It is unAmerican to continue to feed the insurgency via oil dollars. As Americans we should have alternative solutions to gas rather than depending on oil. Why do we want to continue this? People will not use a toll road long-term. Destroying beautiful wetlands for an asphalt ugliness. Future transportation debt for a political reason.

Sharon Dooley

Olney, MD 20832

October 14 2005

Concerning the Northern VA project #40 - TIP Capital costs - Environmental impact study for the Virginia portion of the "techway - dulles Toll Road to MD state Line". Since Maryland has already declined to proceed with this highway, why should it be again considered? I understand one of the gov. candidates in VA is saying this will be built - but it cannot go anywhere if it is not accepted by MD. I believe this will be a threat to the Protected areas of Montgomery County's agricultural reserve and should not be built.

John Dukovich

McLean, VA 22101

October 13 2005

The Virginia Beltway HOT lane proposal needs to be fixed. It is broken. VDOT and officials have not given public a real choice that considers rail transit, different HOT lane options with fewer lanes and other alternatives to this private corporate project. Bus Rapid Transit (BRT) will not work based on the HOT design -- what are the origins/destinations? Where are the platforms? How do people get to the platforms? How do the BRT vehicles enter and egress the system? Where's the demand? Answer: Flour and VDOT don't know. They assume that if they build it, someone will come. Bad assumption. I support the incorporation of rail into the mix. We need a "Purple" line before we need Lexus Lanes. VDOT's rail study assumptions were grossly flawed (ask them about using daily averages versus peak-hour loads).

John Dukovich

McLean, VA 22101

October 13 2005

So you guys want to spend \$2.7 BILLION on the ICC? Since all transportation cost estimates are low-balled, you might as well double that to get a better idea of the real cost. And that's too much money for a highway that doesn't cut traffic on the Beltway, I-270, I-95, or local roads. You should invest in the "Purple" rail line instead. Now.

John Dukovich

McLean, VA 22101

October 13 2005

The proposed "Techway" (additional river crossing in Virginia) was slipped in by VDOT without hearings or public input. VDOT's last study showed no need for crossing in western Fairfax/Eastern Loudoun/Montgomery Counties. Fewer than 2,000 vehicles make the peak-hour "U-Shaped Commute" based on VDOT's own study. A new bypass has been demonstrated not to reduce Beltway/American Legion Bridge traffic, but shifts more development into Loudoun County -- causing more sprawl and worse traffic. My Congressman, Frank Wolf, cancelled his version of the study when his constituents told him they did not want it. This is a loser of a project that needs to be cancelled before funds are committed to it -- funds that could be better used on a real transportation solution. (This is just another example of corporate welfare to the business community.)

Linda Eisenstadt

Silver Spring, MD 20906

October 15 2005

I oppose the ICC based on the following reasons: \$3 billion dollars is too much to spend on an 18 mile toll road that will not help anyone except the politicians and big business. Spend the money to improve education, existing roads, educating the citizens on telecommuting, etc. It destroys the few wetlands that are left in the area, destroys neighborhoods, etc. Why do we want more roads! Stop the overbuilding in the county!

Comment in opposition to the proposed amendments and/or a specific project

David Erdman

Boys, MD 20841

October 12 2005

I am fiercely opposed to the proposed feasibility study for a "Techway" bridge across the Potomac between Loudon and Montgomery counties. Previous studies have shown that there is no need for such a bridge - only a small number of commuters are presently inconvenienced without one. The last study for a bridge was cancelled in 2001 after tremendous public opposition. Most importantly, the bridge would attract development into Montgomery County's Agricultural Reserve. I live in the Agricultural Reserve and feel very strongly that development of this last stand of rural land in the metro area must not be allowed to happen.

Abbey Farmer

Boys, MD 20841

October 13 2005

This is one more example of the concerted effort to revive a ruinous effort to bridge the Potomac and create a road through the Agricultural Reserve of Montgomery County. It's not enough that the authorities in Virginia have countenanced the ruination of their own landscape and environment for the sole benefit of the developer community. They now wish to do the same to our land. Study after study, including VDOT's sponsored one, has shown that a costly bridge and techway offer no relief to congestion in the region. The DEIS study is being slipped into the TIP without public comment. This should be rejected out of hand.

Robert Ferraro

Silver Spring, MD 20904

October 13 2005

I am opposed to a new study of a Techway and crossing of the Potomac River in upper Montgomery County. After overwhelming public opposition, Congressman Wolf cancelled his study in 2001. VDOT's last study showed no need for a Potomac River crossing in western Fairfax/Eastern Loudoun/Montgomery—fewer than 2000 vehicles make peak hour "U-Shaped Commutes" from Montgomery to Fairfax/Loudoun. A New bridge will not reduce Beltway/American Legion Bridge traffic, but will shift more development into Montgomery County's Agricultural Reserve and North Potomac.

Jean Findlay

Dickerson, MD

October 12 2005

1. After overwhelming public opposition, Congressman Wolf cancelled his study in 2001. 2. VDOT's last study showed no need for a Potomac River crossing in western Fairfax/Eastern Loudoun/Montgomery—fewer than 2000 vehicles make peak hour "U-Shaped Commutes" from Montgomery to Fairfax/Loudoun. 3. A New bridge will not reduce Beltway/American Legion Bridge traffic, but will shift more development into Montgomery County's Agricultural Reserve and North Potomac.

Jacqueline Fralley

Silver Spring, MD

October 15 2005

I am writing to support fundamental reform in our transportation planning, starting with better managing growth and designing communities to reduce traffic and the cost and need for mega-transportation projects. I oppose, and urge you to oppose, the project study of the "Techway" Potomac bridge project which VDOT has slipped into the regional plan !!!without hearings or discussion by our elected officials!!! at meetings of the Northern Virginia Transportation Authority. I remind you that Congressman Wolf cancelled his study after massive public opposition. VDOT's last study showed no need for crossing in western Fairfax/Eastern Loudoun/Montgomery, and showed that fewer than 2000 vehicles make peak hour "U-Shaped Commute" based on VDOT's own study (learn more). The new bypass has been shown not to reduce Beltway/American Legion Bridge traffic, but DOES shift more development into Loudoun (and) Last, I urge you to fix the VIrginia Beltway Proposal by supporting alternatives to 12-Lane Beltway Version of High Occupancy Toll Proposal. VDOT and officials have not given public a real choice that considers rail transit, different HOT lane options with fewer lanes and other alternatives to this private corporate project () I look forward to hearing what actions you are taking on this issue. Act now. I will be following these issues closely. Sincerely, Jacqueline Fralley

Comment in opposition to the proposed amendments and/or a specific project

Susan Frikken

Arlington, VA

October 14 2005

I am opposed to the "Techway" (Potomac Bridge Project) going forward. I prefer and believe that funds are better spent on improving access to the Metro public transit system and existing roadways. This region has such innovation and resources; surely partnership with government and business could come up with a multi-faceted approach to the congestion problems of this area. More roads bring more cars. Bridges are always, eventually, bottlenecks as well as security risks. Thank you.

Jeffrey Garrard

Clarksburg, MD 20871

October 14 2005

With regard to the proposed Techway through Montgomery County's Agricultural Reserve. Past studies have shown its benefits would not outweigh its costs. More thought and local taxpayer dollars should be spent on moving people in and out of the DC area more efficiently. This would be accomplished through improvements to mass transit. Building another major interstate would only encourage sprawl, placing more cars on local roads while destroying the remaining open space that local and state governments have worked so hard to protect. Creating more roads only complicates the problem. The building of more roads can never keep up with the pace of population growth. You would see a much faster return on the investment of improving local roads and increasing mass transit's capacity. Improving existing roads within the area through creation of more turn lanes, changing timing of intersection signals, and increasing the number of lanes would make a significant improvement on our clogged roads. This would also help facilitate a faster exit from inner DC in the event of a future terrorist attack or other emergency which is a very real possibility. More money should be spent on extending Metrorail service further outside the 495 Beltway. This would include closer headway between trains, longer trains, rail extending further out into the ever growing suburbs, and connecting these outer stations together. More people would get their cars off the road which improves the overall air quality, reduces the creation of more sprawl, and helps preserve the Agricultural Reserve. Please put the focus on getting people in and out of the city more efficiently. Improving the time, quality, and efficiency of the population's commute in and out of the metro area will encourage more people to take mass transit bringing more tourists, shoppers, and businesses into DC. This would be beneficial to all parties concerned. Please do not encourage more sprawl by endorsing the construction of a "Techway" linking Virginia and Maryland.

James Gillingham

Reston, VA 20190

October 12 2005

To whom it may concern: I wanted to comment in opposition to the proposed study of an additional Potomac River crossing west of the beltway. My understanding was that this concept had been shelved after data suggested a lack of demand and the public expressed overwhelming resistance to the initiative. I'm not sure how it made its way back onto the 'agenda'. At any rate, it is a terrible idea that will stimulate still more needless and destructive development in Loudon County and the surrounding area. Transportation initiatives need to be part of a thoughtful development process - and this clearly misses the mark. I would be happy to discuss my position in greater detail. I can be reached at 703.***.****. Cordially, James Gillingham

Michael Gilson

North Potomac, MD 20878

October 14 2005

I am writing to express opposition to addition of a new Potomac crossing. New roads will only fill up with new traffic, while degrading the beauty and liveability of our communities. Thank you for your attention. Mike Gilson

Tom Gutierrez

Poolesville, MD 20837

October 14 2005

Inclusion of any consideration of the so-called "Techway" in any studies, or in any plans of the council, would be wrong. Repeated studies have already shown no need for the road and the substantial damage that it would cause. The cost would limit other, worthwhile, projects. Congresspersons and other reps on both sides will ultimately veto it. It is not the type of project that should be promoted without genuine discussion and vote.

Comment in opposition to the proposed amendments and/or a specific project

Debra Hanrahan

Arlington, VA 22204

October 15 2005

I am opposed to further expansion of roads, especially the Techway and ICC proposals. It seems that the more pavement we put down, the more people are inclined to drive. Please spend this money on making public transportation a more attractive, ubiquitous option, thereby reducing traffic, reducing impacts on the environment, and reducing dependence on foreign oil.

John D. Harcketts

Fairfax, VA 22031

October 15 2005

To Transportation Planning Board: I strongly suggest that you deemphasize road building in the Proposed Regional 6-Year Transportation Plan. Another vision is possible: a large and growing network of rail lines and feeder buses throughout a more densely populated region, with low-density and green belts beyond (and to some extent between) the denser parts. The alternative is what your proposed plan seems to be leading to: a monster of concrete and gas- and noise-polluting metal machines. Please don't recreate Houston or the Dallas Metroplex; I don't think many people recommend their friends moving to those cities for the quality of life, except perhaps the lack of snow. Specifically, please do not take further steps toward building the Techway Bridge or any other bridge across the Potomac on the west side, nor the ICC in Maryland. And please try to abort the Virginia Beltway HOT Lanes project, although I'm sure many people like the idea that the media seem to accept it as a fait accompli. Everyone I know loves the idea of a Purple Line both on the Virginia side and Maryland side, and obviously it should connect in a circle. The Purple Line should run from Dunn Loring to Tysons, thus supplementing the rail line planned from West Falls Church to Tysons (and beyond). As an aging person (approaching 60) who plans to walk as much as possible in the years ahead, I would hope there will be many attractive, non-polluted, and functional (to stores, libraries, etc.) routes to take on foot around this region. Providing more rail and making the area more pedestrian-friendly should be top priority. More and wider roads will only lead to the opposite result. I don't like being stuck in traffic any more than anyone else does, except that I do take it as an incentive to do something different. For example, walk or take transit next time, or go to a closer store. Thank you for considering these brief comments.

Robert Hart

Silver Spring, MD 20905

October 15 2005

With gas at greater than \$3.00 a gallon, why on earth are we considering building a roadway that people won't be able to afford to use. We were flat lied to by the Maryland Highway Administration when they said all their studies showed that this roadway is needed. All it will do is line the pockets of developers and ruin and destroy the last vestiges of open space in eastern Montgomery county. If it won't solve traffic problems and it costs 3 billion dollars and it will destroy limited parkland(some of which is already in the park system which mncppc is supposed to protect) why are we still considering building it? Use the limited resources on projects that will help solve traffic problems(build more mass transit) An overhead monorail system up and down rt29 in Montgomery county has been on the books longer than the ICC. Why not build that?

C. Richard Hatch

Potomac, MD 20854

October 12 2005

I understand the long-discredited Techway project has been quietly reinserted in the regional transportation plan. No report made public indicates any serious need for such a northern connector. Its construction would be a disaster for the agricultural preserve as well as many settled communities. There are, in addition, a great number of auto and mass transit projects with higher priority.

Maureen Heenan

Silver Spring, MD 20906

October 15 2005

The projected path of the ICC will do little to relieve traffic congestion. The short 18 mile distance at an incomprehensible cost makes little sense. How about some planning for the long term considering economics and benefits to our citizens?

Comment in opposition to the proposed amendments and/or a specific project

Melane Kinney Hoffmann

Clarksburg, MD 20871

October 12 2005

I am writing to strongly oppose VDOT's adding a study of an "outer beltway" or truckway bridge crossing the Potomac River north of the American Legion Bridge. Prior studies have repeatedly shown that this bridge will do little to alleviate beltway traffic, but instead will create new traffic that will seriously damage established communities and the Montgomery County Agriculture Reserve. We cannot pave new roads to reduce traffic, we need to devote resources to smarter, more efficient uses of transportation.

Karin Holtz

Germantown, MD 20874

October 12 2005

The Montgomery county's elected officials have made it clear that we have no intererst in a second crossing. We do not want to replicate the sprawl that Virginia has on its side of the river. We are on record (County Council) as rejecting this as a threat to the quality of life of our residents. Spend the money on mass transit, not another gift to the development industry.

Wei Hsin

Rockville, MD 20852

October 12 2005

No techway. Techway will not reslove traffic problems but intruding more development and traffic in neighborhoods that are already over-populated.

Wayne Hsin

Gaithersburg, MD 20878

October 12 2005

Please stop destroy our enviornment by building roads, bridges that can't reslove traffic probelm. It is outragous that small number of developer, business, and special interest decided what need to be build in my neighborhood, and they don't even live in our communities. In the following election years, I will support the candidates with least developer contribution, and who promoting small growth and existing residents' rights.

ken ingham

garrett park, MD 20896

October 12 2005

I am opposed to any new bridge accross the potomac at this time, except possibly a bridge for trains only (but a tunnel would be better) and then only if the need for such a crossing is demonstrated. As of now, there is no need. There are few people who make this trip so why promote it? This is another attempt by a minority of commercial interests to use public funds to build something that is not needed and will only facilitate new development. In the case of MD, this development would have to occur in a place that has been declared off limits to development, i.e., the agricultural reserve. The techway is a bad idea and should be eliminated from the transportation improvement plan at the very outset. It doesn't constitute improvement but degradation. Soon we will be facing a severe petroleum shortage - what then??? Let's get ready for it by building a robust public transportation system instead of more roads.

Edward Jahn

Leesburg, VA 20175

October 12 2005

The "Techway" Bridge and ICC are a revival of plans for an Outer Beltway, which have been repeatedly rejected by citizens and which would benefit only developer interests.

John Jaske

Rapidan, VA 22733

October 14 2005

I defy you to show me one place on the planet where huge, expensive projects as those propoed have solved the kind of traffic mess that years of poor planning and sprawl have created. Land use planning and mass tansit are the only solution unless you simply want more roads for developers and more congestion.

Comment in opposition to the proposed amendments and/or a specific project

Elizabeth Johnson

Chevy Chase, MD 20815

October 12 2005

I am concerned that there is too much emphasis on roads in this plan. It's pretty obvious that oil shortages will be with us into the future - and there may be real problems getting around as a result. We need to prioritize scarce transportation funds to build as much mass transit as possible. In this area that means the purple line. Building more of the outer beltway just will encourage more driving. I oppose the ICC, the Techway, the 12 lane beltway - at least until we can get the mass transit that we need. These projects are so expensive that they will take the funds needed for the purple line. Let's do the smart thing and prepare for a future that is just around the corner. Furthermore, none of these projects should make it into the plan without citizen input up front. The first time the Techway was seriously considered the outcry was so great in Virginia that Rep. Wolfe had to drop it. If citizens don't want it why put it in the plan?

Tim Jones

Gaithersburg, MD 20878

October 14 2005

Dear planners, I urge you eliminate any Techway study from regional traffic plan indefinitely. Let's go to the facts and analyze this concept with logic. First, according to all VDOT's all previous studies, it will not help commuters. Second, let's be honest, Techway will become a trucking route. It will only induce more commercial traffic, and it will not help any other drivers during their commute. Third, Montgomery County and Loudon County will lose Agriculture reserve and very important parks. But, more than hundreds of established communities will be disturbed, suffer from noise and other pollution, and more traffic congestion. Please don't let any developer or special interest influence your decision, I am sick and tired that those people dictate what's going to build in our region. The local residents should be the one to decide what's going to build in our neighborhood.

Frank Jones

Great Falls, VA 22066

October 12 2005

The citizens of both Northern Virginia and Maryland have consistently opposed the study and construction of a "techway" bridge over the Potomac for numerous reasons. The advocates of this project say it is essential as an evacuation route in case of a terror attack; when in fact, this "circular route" will only lead to additional grid lock. In addition, this plan WILL lead to more sprawl, development and construction which will bring more traffic and longer commutes to this region. Studies have also shown that this plan will worsen the AQI and water runoff into the Chesapeake Bay. I would like to understand how VDOT slipped this project study into regional plan -- without hearings or discussion? I strongly oppose this Techway study and project.

Andy Kang

Rockville, MD 20852

October 14 2005

Don't spend money on studying Techway. Please spend more time on public mass transportation, like purple line, or extend Metro system. It is unlawful and irresponsible to try to sneak a huge public opposition proposal, because of environmental problems, and cut through a lot of existing communities. And Techway can't really solve the traffic problem in DC area. Please do the right thing!!

Carol Kearney

Potomac Falls, VA 20165

October 13 2005

Please do not build a bridge. It will not alleviate any transportation problems. It will only cause more traffic problems and congestion.

Comment in opposition to the proposed amendments and/or a specific project

Geoffrey Kidd

Germantown, MD 20874

October 13 2005

Much as a tumor creates its own blood vessels to allow further growth, increasing the number of highways and roads in this already-overpaved, once-beautiful area will only allow more people to move here and continue the clogging the roads as fast as we can build them. Clearly, our "growth," as we euphemistically refer to wiping out our unique local natural beauty, is out of control and is choking us. To cure this problem will require strong action and strong ideas beyond the usual "Let's build more roads!" We must cease enabling population growth and its accompanying traffic congestion. If more businesses don't want to come here, that's great! We don't need more of them. We've done fine for decades without them, and furthermore, life was better before we had so many of them. Crime was lower, the air and water were cleaner, the traffic was much less, the schools were less crowded, and yes, the quaint ferry boat at White's Ferry provided a pleasant crossing across a beautiful stretch of Potomac River, and was sufficient to handle the demand. Now we've traded all of these qualities for the opposite, just for the sake of getting more business and more people to work at those businesses, so that we can collect more taxes. Great! So now we have those tax revenues, and guess what? They are hungrily swallowed by the immense problems that have resulted from our "growth." If more roads are not the answer, then what is? First, we must stop our population growth. We can do this by stopping our runaway construction of housing. Not only will this preserve what's left of our natural beauty, but the limited housing will make it very difficult for more people to move here. Forceful, but it works, and it's what we want. Then, we must improve mass-transit options in order to get more cars off the roads. Only by taking these two steps can our transportation finally catch up to our population. And only by stopping the runaway "growth" can we hope for a better life for our children in this area. The alternative is to keep paving over every square foot of land and pack the land with as many people as possible, until we become another New York City. Why don't you take a poll and find out how many people want that?

Lori Kimball

Leesburg, VA 20176

October 15 2005

I oppose the inclusion of a study for a Techway, especially without first having public hearings on the subject. Previous VDOT studies have shown no need for a bridge crossing in Loudoun County and Western Fairfax County.

michael king

darnestown, MD 20874

October 13 2005

How many more times do we have to tell VDOT that a Techway is NOT the solution. Rail is the answer as it is in all large metro areas. Again -- NO to the Techway

Comment in opposition to the proposed amendments and/or a specific project

Dan Kulpinski

Potomac, MD 20854

October 15 2005

I oppose the inclusion of the Techway study in the Draft Transportation Improvement Plan and I also oppose the inclusion of the Intercounty Connector project and the Garvee bonds to pay for it. I support a strategy of managing growth better in the DC region, in order to reduce the number of car trips people need to make. Plus, I support spending more of our transportation funds on transit projects. We desperately need a circular subway route, such as the proposed Purple Line, to connect adjacent areas in our region. We should fund studies for the Purple Line and get busy building it. I oppose the Techway study because VDOT's last study showed no need for a Techway or Potomac Bridge crossing -- only 2,000 cars or so make the peak-hour "u-shaped" commute from northern Montgomery County to the Dulles Toll Road -- and the study showed that such a Techway would not relieve congestion on the American Legion Bridge. I also oppose the Techway study because if Virginia builds a highway to the river, there will be pressure for Maryland to do the same -- and this will threaten the agricultural reserve in western Montgomery County that we have set aside to stay undeveloped. I like that part of my county as it is, and I don't want a highway going through it. I oppose the Intercounty Connector project because it costs way too much money -- over \$2.5 billion -- and will not relieve traffic congestion on the major commuting highways I-270, I-495, and I-95. Thus it will not address the problem we have in Montgomery County of huge backups on I-270 and I-495 during rush hour. The ICC project would also destroy much parkland and wetlands in Montgomery County, which we can't afford to lose. Each time we clear forested land and wetlands to build roads, the Chesapeake Bay suffers as a result. I don't think it is worth it to build the ICC if it won't relieve traffic congestion, but it will harm our environment and thus our quality of life. In summary, these highway projects will not alleviate congestion, so why do we need them? We should instead focus on providing transportation alternatives, such as transit, on the routes where people actually travel. Right now we practically force people who live in Bethesda and work in Arlington to drive to work, because it is faster and less expensive than Metro. But if we had a Purple Line connecting those areas, we'd take cars off of the highways, because those people would have the option of using transit to go from suburb to suburb. I also think that the Council of Governments should allocate more money for programs such as NuRide, which is a Web site that facilitates carpooling in the DC region. Let's support NuRide and market it to the entire community and get some more cars off of the roads that way. Sincerely, Dan Kulpinski Potomac, Md.

Monica Lam

Silver Spring, MD 20906

October 15 2005

I oppose the construction of the 12 lane ICC between Rockville and Laurel. Decision makers need to take into consideration the current issue that are facing the US today such as the rising cost of gas, urban sprawl, wasteful mismanagement of our resources. Maryland should not become the dumping ground of DC sprawl. A 12 lane highway will become a scar across Maryland. Focus should be turned to better forms of public transportation.

June Lane

Sterling, VA

October 14 2005

I live in Broad Run Farms, a potential bridge site. I strenuously object to the bridge for several reasons: 1. VDOT's own study showed that it would make no significant difference in moving traffic more efficiently. 2. It would dump thousands of additional vehicles into our neighborhoods and onto already overcrowded roads. 3. It would RUIN our community, depressing property values and spoiling one of the loveliest, most unique communities in the area and wreaking havoc with an already fragile ecosystem. 4. We don't really need another bridge. 5. If regional planning were done more carefully, many of us would not have the horrendous commutes we now experience. Telecommuting and placement of workplaces closer to our homes would mitigate much of the crowding, air pollution and gas usage of (very expensive) fuel.

Comment in opposition to the proposed amendments and/or a specific project

John LoGalbo

Sterling, VA 20165

October 15 2005

It is inconceivable that the Transportation Planning Board would consider a Potomac bridge project when public opposition in both Virginia and Maryland is overwhelming (as Representative Wolf quickly learned) and when VDOT's study demonstrated that there is no need for a crossing in Loudoun County or western Fairfax. It is a misallocation of resources to spend scarce taxpayer dollars on a bridge study -- let alone on the bridge itself -- when in Virginia alone there are dozens of projects that would have a real, not a fictitious, impact in reducing congestion and delays on our highways. We need the TPB to get its priorities straight, and focus resources on projects that reduce, not increase, suburban sprawl; that do not subsidize development in the outer suburbs; that truly ease congestion on overburdened arteries like Route 7, Route 50, and the Dulles Toll Road. If nothing but a pie-in-the-sky "Techway" comes to mind, then the TPB members promoting that fantasy should resign and allow citizens and officials with more practical, realistic, and effective plans to assume their places.

Greg Marsh

Silver Spring, MD 20906

October 14 2005

The ICC is now and always has been a terrible idea. It will irreparably damage ecologically sensitive wetlands and destroy parkland, of which there's already too little in our county. It will NOT provide any significant traffic relief, as most of the commuting in the county is north-south, not east-west. It will use up money that would be better spent to build the Purple Line. We need to be looking for ways to get people OUT of their cars, not make it easier for them to drive everywhere. There is only ONE group that the ICC will significantly benefit, and that is the developers whose fat wallets bought them the seats on the county council they needed to clear the way for them to further develop our already overdeveloped county! It's all about the money; it has never been about traffic relief. It is not too late for you, the authorities, to come to your senses and DO WHAT'S RIGHT. STOP THE ICC WHILE YOU STILL CAN!

Douglas Marsh

Frederick, MD 21702

October 15 2005

DON'T BUILD THE ICC! We all know that the main flow of traffic is into DC in the morning, and out of DC at night. How would a highway running east and west, 20 miles north of the top of the Beltway, help anything? IT WON'T. Let's make sense here. DON'T BUILD THE ICC!

Sophia Martin

Alexandria, VA 22306

October 12 2005

Why build more roads to encourage driving and further urban sprawl when already faced with energy shortages, excessive pollution and noise, soil erosion and disappearing ecosystems? This colonist style expansion has lasted for long enough and produced nothing but troubles. We need to slow down and consider solutions to problems we already have. I support funding existing mass transit systems of rail and bus transportation and improving local roads. I oppose ICC, the Techway and the 12 lane beltway.

Paul Marx

Silver Spring, MD 20901

October 12 2005

The Techway Crossing project over the Potomac threatens valuable green space in Montgomery County. It risks diluting some of the emerging benefits of Montgomery County's existing land use and transportation plans. It also risks providing another route and reason for congestion without solving or even ameliorating any existing congestion. For these reasons the project should be reconsidered. The project has not been the subject of any public notice or hearings since 2001, at least in Montgomery County. For this reason it should be removed from current consideration and only placed back into the Transportation Improvement Plan after proper public notice and comment.

Comment in opposition to the proposed amendments and/or a specific project

Bob Morris

Washington, DC 20002

October 13 2005

Three proposals before you follow the failed practice of trying to pave our way out of traffic congestion. The so called "Techway Bridge Study", the ICC, and the VDOT Beltway widening projects are all going to only further our regional traffic congestion and air pollution, while doing nothing for economic development. We need to put our money into rail projects which will reduce our dependence on cars. This is the only proven way to reduce traffic congestion and air pollution while spurring economic development. Please oppose these three outdated car centered proposals and put our money into becoming the most rail centered region in the nation. That is the way of the future and we want to be the first to get there. Thanks, Bob Morris

Albert Owens

North Potomac, MD 20878

October 15 2005

To me, Techway purposal is like nightmare that never goes aways. After many studies from different level of government, even including VDOT's own study, all shows there is no need for a second bridge crossing potomac river, and no need for Techway. Majority of Montgomery County residents support protect Agriculture Reserve, and begin to aware the out of control development in the County (special after Clarksburg's failure). Dear councils and planners, please hear our voices, and please respect our wishes, let's put a end on Techway study and talk.

Lisa Patterson

Darnestown, MD 20874

October 12 2005

The techway bridge study proposed by VDOT for the 6 year transportation improvement program should be stopped. There is no need for this study. There are fewer than 2,000 commuters who would use this route. The route would not reduce beltway traffic. The route would be primarily for truck access to Dullus airport. Do you really think destroying Montgomery County's agriculture preserve and established communities for commercial reasons is the right thing to do? I am opposition to this study. It will do nothing to help residents of VA and MD. Do not conduct this study.

John Pentecost

Poolesville, MD 20837

October 15 2005

I note that the Techway feasibility study has been included in the TIP as a feasibility study by Virginia. I had thought that this proposal was a dead issue after Congressman Wolf cancelled his study in 2001 due to overwhelming public opposition. Yet here it is again and proposed for use of Federal resources. Proposing a study for a road going from the Dulles toll road to the border of Maryland without some regional agreement on its final alignment into and thru Maryland is an outrage to the residents in Maryland. It essentially points an arrow of traffic at the last remaining agricultural reserve in the near metropolitan area. It would provide no significant benefit to Maryland or conceivably to the residents of Northern Virginia except as an escape channel from their own congestion. In fact VDOT's last study showed no need for such a Potomac River crossing in Western Fairfax/Eastern Loudoun/Montgomery counties for resident's work patterns. Given these considerations, the Techway should be dropped from the TIP and no further allocation of scarce resources provided to it.

Jennifer Platt

Sterling, VA 20164

October 14 2005

Please stop any studying and planning activities for the Techway proposal. It is not only unethical to insert a controversial and defeated Techway proposal studying without pulic hearing, I believe it is also illegal. Time after time, from state, local , and federal level studies, we already now that Techway is a purposal will only benefet a little to small groups of developers, commerical transportations, and other special interest groups. With Katrina and other hurricans disaster, our tax money should be spent with a transportation plans that will benefit majority of people, and solve the traffic problems. Please leave Loundon's farm lands alone.

Comment in opposition to the proposed amendments and/or a specific project

Roseanne Price

Silver Spring, MD 20904

October 14 2005

I am opposed to the ICC and the Techway Potomac Bridge; please take them out of the 6-year plan. The ICC will provide no appreciable traffic relief and in fact is being built to facilitate development at Konterra that will make traffic even worse. In addition, it is environmentally destructive and a huge waste of money that could go to fund needed transit solutions. Better yet, put the federal money tagged for these projects toward rebuilding the areas devastated by the hurricanes. I could wait a few more years for my transit -dream-project, light rail down Rte 29 in Maryland, if I knew the money was being spent to aid hurricane victims.

Arthur Purves

Vienna, VA 22182

October 15 2005

1) We cannot afford to maintain the rail system we already have. How can you afford to extend it? 2) To be viable, rail requires high density at rail stations. This is disruptive to existing neighborhoods (e.g., Vienna station). 3) Why invest billions in a terrorist target (rail commuter systems)? Invest in roads instead.

Gil and Anne Rocha

Dickerson, MD 20814

October 12 2005

We are opposed to any additional bridges across the Potomac. There are already 10 bridges across the Potomac between DC and Harpers Ferry. One more will not put a dent in traffic. It will spur new development along the route and will destroy the dwindling green space that Maryland has worked so hard to preserve. A new bridge will pump the traffic spawned from Virginia's excessive sprawl from Virginia into Montgomery County's Ag reserve. We need leaders who can find solutions to our traffic problems other than paving over the planet. We will oppose anyone who tries to build an additional river crossing. Gil and Anne Rocha

Loretta Rood

Sterling, VA 20164

October 15 2005

We do NOT need or want the techway--it will just bring more problems than good.

Michael Rubin

Boys, MD 20841

October 13 2005

Now the Virginia authorities are trying the "Trojan Horse" method of reviving the bad idea of an additional Potomac River Crossing and "Techway". It's not enough that they've helped ruin their own state's environment but now wish to finish off ours. The DEIS study slipped in without public comment and in spite of no support , no good data and prior failures to push this misbegotten project must be removed.

jacqui sapper

silver spring, MD 20904

October 13 2005

I am opposed to the construction of the ICC and the techway bridge. It has been shown that neither would ease traffic. We don't need to spend 3 billion on a toll road. I think there are better ways to spend 3 billion than on a 16 mile toll road.

Comment in opposition to the proposed amendments and/or a specific project

Paul Schelp

Kensington, MD 20895

October 12 2005

I am writing to oppose any plan to build a new Potomac crossing that would cut through protected parkland or the agricultural reserve in Montgomery County. It took great foresight and planning to protect the scenic Potomac River corridor through upper Montgomery County, and today these areas are valuable sanctuaries from the surrounding urban bustle. Places like Blockhouse Point and Seneca Creek State Park offer opportunities for hiking, horse riding, kayaking, fishing, and just peaceful relaxation that are unparalleled so close to DC. The section of the C&O Canal between Violette's Lock and Swains Lock, bordered by dramatic cliffs, river islands, and plentiful wildlife, is considered by many to be the most scenic stretch of the entire 184-mile national historical park. These are not only local gems, but also nationally and internationally significant examples of how good planning can preserve natural environments so close to a major metropolis. I challenge the board to locate a protected area of the this size and quality, within a region as heavily developed as ours is, anywhere else in the world. So, how then do we remedy the traffic bottleneck that exists at the American Legion Bridge? Start by expanding innovative government regulation and tax incentives to reduce single-occupant vehicle use and increase the use of mass transit. Follow that by adding a second deck to the Legion Bridge, along with new subway or rail lines. And expand capacity at Point of Rocks as well. If you talk to the truckers, or listen in on their CB conversations, it will be evident that they would gladly take a major detour around the DC area if they were confident that traffic would flow more smoothly. What is needed is more crossing capacity. What is not needed is the unnecessary destruction of a treasured protected area.

Mitzi Schroeder

Germantown, MD 20874

October 12 2005

I would like to register my opposition to a new Potomac river crossing and associated "techway" through Darnestown and/or North Potomac. There is no acceptable point for an expanded connection south of Point of Rocks. Any new connection further south would seriously detract from the ag reserve or destroy existing neighborhoods. Studies show that traffic flow between mid and upper Montgomery County and the Leesburg area does not justify this expensive and wasteful project. Public funds should instead be used to promote telecommuting, to discourage new growth and to assist people in relocating closer to their jobs. No bridge!

Jenny Shen

Gaithersburg, MD 20878

October 12 2005

Please don't build Techway. Agriculture reserve and C&O national park are the treasures of Montgomery County. We want to have good living environment and quality of life. Techway would only bring more traffic, and more development. According to VDOT's own previous study, Techway will not relieve traffic, but allow more development. Think about the already crowded school and pollution, we don't need another "big high way".

Priscilla Shingleton

Sterling (Broad Run Farms), VA 20165

October 14 2005

THIS PLAN NEEDS TO BE SHELVED FOR ANOTHER 50 YEARS. BETTER STILL, STOP THE UNCONTROLLED DEVELOPMENT AND A BRIDGE WON'T BE NEEDED TO ALLEVIATE TRAFFIC PROBLEMS!

Denise Siegel

Gaithersburg, MD 20874

October 14 2005

Please stop study Techway. It is waste tax payers' money, and it will not relieve traffic problem. Agriculture reserve and the parks are the treasury of Montgomery County, please do not make us like Virginia, where overdevelopment and sprawl occurred every part of state.

Andre Smith

Silver Spring, MD 20910

October 12 2005

I am writing to let you know that I oppose the 6 year regional transportation because it proposes more oversized, congested freeways, ie "Beltways" and will channel more uncontrolled growth into the area. Instead of building "Techways" and "ICC's" local governments need to stop out of control development and fully fund mass transit, especially a Purple Line.

Comment in opposition to the proposed amendments and/or a specific project

Michael Smith

Barnesville, MD 20838

October 14 2005

I oppose the Techway proposal slipped into the TIP by Virginia. Virginia did this without hearings or consultation because it is aware of the opposition to it and the negative effect it will have on Montgomery County, which does not share the Virginia's willingness to pave everything that can be paved. The proposal need not even be studied; everyone is aware of the broad opposition to it and the damage it will do to Montgomery County. Montgomery County has not tolerated uncontrolled building and therefore will be damaged by a highway into the agricultural reserve or into sensibly build residential areas. Virginia's last study showed no need for a Potomac crossing into western Montgomery County, where the number of vehicles commuting to and from Loudon and Fairfax Counties is not great. Instead of reducing traffic, a new bridge will just increase building in the affected areas and will increase traffic overall. The Techway study was cancelled several years ago and should not be revived through a process that silently slips it into the TIP.

walt sonneville

Gaithersburg, MD 20879

October 12 2005

Re-proposing the Techway is a shameful way to "celebrate" the 25th Anniversary of the Montgomery County Agricultural Reserve. The Techway would lead to development of the reserve, adding sprawl to an already traffic-congested area.

Angus Thuermer

Middleburg,, VA

October 12 2005

The Bridge business again! Who gets what out of this project? The folks in this part of the world are not a bunch of rednecks... they're jolly well not, and you know it... you just think they're not looking. they are .

ellie trueman

dickerson, MD 20842

October 12 2005

Come on Guys- How many times do we have to state this: VDOT's last study showed no need for a Potomac River crossing in western Fairfax/Eastern Loudoun/Montgomery—fewer than 2000 vehicles make peak hour "U-Shaped Commutes" from Montgomery to Fairfax/Loudoun Its a basic: a new road allows more development and houses which makes more congestion. Please...try to think more creatively. think out of the box.. see what has worked in other areas. but dont try to sneak the ole techway into a plan that has no public comment. Be up front with what you do and the special interests you serve. As taxpayers, we deserve better.

kumar vaswani

chevy chase, MD 20825

October 12 2005

This project is nothing more than a stalking horse for more development. A number of fatal flaws exist with this study. The Virginia DOT slipped this project study into the regional plan without hearings or discussion. This kind of lack of public input is unlawful and unfair. Moreover, there is no need for the project. VDOT's own study showed no need for crossing in western Fairfax/Eastern Loudoun/Montgomery. Fewer than 2000 vehicles make the peak hour so-called "U-Shaped Commute," according to VDOT's own study. Finally, this project represents illegal "segmentation" , which is prohibited under the National Environmental Policy Act. If built, this project will become part of the "outer beltway," of which the Inter-County Connector (ICC) is a part. No comprehensive study has been undertaken of the outer beltway.

Kyle Walton

Washington, DC 20001

October 14 2005

Our transportation system is out of balance. Continuing to focus on building roads and bridges only perpetuates this imbalance. Rather than spending \$2.7B on the ICC, widening the Beltway, or adding a Potomac crossing, we need to focus on reforming our transportation planning by linking it with land use decisions. We can better manage area growth by designing communities that reduce traffic. Continuing the same behavior (building more roads) and expecting a different result (less traffic) sounds like a definition of insanity to me. It hasn't worked in the past. It's time to take a more balanced approach that focuses our transportation dollars on improved links in transit (e.g., the Purple Line) and that works in tandem with the creation and enhancement of walkable, bikable, mixed-use communities.

Comment in opposition to the proposed amendments and/or a specific project

Barbara Wayne

Sterling, VA 20165

October 14 2005

Do not spend \$400,000 on an environmental study for a Techway/River Crossing (item 40, page 99). This is money wasted on a "solution" that has no problem other than developers desire for an outer beltway to promote further development. It will only exacerbate our traffic problems. Numerous studies have shown that it will do little to relieve the American Legion bridge and much to encourage overcrowding in the west. We need solutions that address our real problems (commutes eastward toward the metro area, too many car trips). With gas prices what they are, your plan should be full of improvements to mass transit and other alternatives. Building a new bridge, or a north-south road to prepare the way for one, will only hurt our Virginia communities, not help them. Please kill this project once and for all.

CS Weaver

Darnestown, MD 20874

October 13 2005

Dear Members of the Planning Board, I write to record my strong opposition to the revival of yet another attempt to foist the "Techway" upon Montgomery County as well as residents of Fairfax and Loudon County. This project has been studied and commented upon by numerous organizations as well as VDOT. Without restating the record, the Techway project benefits special interests at the expense of Maryland and Virginia citizens. As you are well aware, after overwhelming public opposition, Congressman Wolf cancelled his study in 2001. VDOT's last study showed no need for a Potomac River crossing in western Fairfax/Eastern Loudoun/Montgomery. Without materially affecting traffic reduction, the only thing a new bridge will do is shift more development into Montgomery County's Agricultural Reserve and North Potomac--at great expense and inconvenience. Nor does this account for the future affect on the reserve, which would affect future generations. I am not against controlled development, but this is a bad idea and needs to be curtailed. Thank you for your consideration. -Dr. Christopher Weaver

RAY WEIL

HYATTSVILLE, MD 20782

October 15 2005

I am strongly opposed to using any taxpayer dollars to plan or build either the ICC or the Techway Potomac Bridge. Both of these projects are ill-conceived and lead us down the WRONG ROAD with regards to address the regions transportation problems. First, we need to do the cost benefits analysis by including all option – especially non-road building options such as light rail transit, smart growth alterations in settlement and employment patterns, etc. Second, these analysis should use scenarios of gasoline cost of 5.00 and \$10.00/gal as will be facts of life in 5 and 10 years from now. I favor using the transportation funds for refurbishing existing infrastructure and improving existing urban areas to make them more livable and attractive to new comers. A system of light rail instead of ICC with feeds into local high-efficient shuttle busses and stations with small hydrogen or electric powered (or initially hybrid) "borrow" vehicles available would be more forward looking. It time we stopped doing more of the same that got us into the congested, polluted, expensive situation we are in! More roads will only beget more traffic, pollution and sprawl.

Theresa Wright

Reston, VA 20190

October 14 2005

We need to engage in more thoughtful planning. Our traffic woes are a direct result of enormous and quick expansion into the outer reaches of both Loudoun and Montgomery county. A new bridge will promote even more building in areas that are already over-crowded. Establishing avenues by which commuters can more easily navigate the area using public transportation will serve the community now and into the future. As a region we must think about a more long term solution.

Tony Zable

North Potomac, MD 20878

October 14 2005

How many times do we have to do this? No techway, period. Please spend \$400,000 at more useful and effective plan studies, like Purple line or other transportation plans.

Comment in opposition to the proposed amendments and/or a specific project

Jim Zumbo

Germantown, MD 20874

October 14 2005

Majority of Montgomery County residents support project like CCT (Corridor city transit) or purple line of metro. Montgomery County governmnet never included controversial Techway in Potomac region's master plan, because there are too may communities here, and we love our agriculture reserve, and we all know that Techway will not solve the traffic problems in Northern Virginia. Enough already, to those want to profit from this purposed highway

Comment in opposition to the proposed amendments and/or a specific project

Submitted by: An Organization

Andrea Arnold

Montgomery Countryside Alliance

October 13 2005

The Techway has been proposed in order to mitigate traffic congestion in Montgomery, Fairfax and Loudoun counties, yet study after study has shown that it will not effectively relieve traffic and will in fact induce more development and additional traffic, thus worsening the congestion in the region. More crucial is the fact that a new bridge is completely unnecessary because, as a recent study by VDOT found, less than 2,000 commuters out of 24,679 cars take the U-shaped route supposedly relieved by the Techway (VDOT Origin and Destination Study). If built, the bridge would cause enormous harm without any significant benefit by shifting development farther away from the region's core. Montgomery County's Agricultural Reserve will face enormous development pressure that will erode the integrity and character of the entire County. While many transportation projects are hotly contested, the Techway bridge crossing has been opposed by communities on both sides of the river and the Montgomery County Council has demonstrated unwavering opposition to a new Potomac bridge crossing. It is because of this opposition that past studies have been cancelled.

Tina Brown

Sugarloaf Citizens Association, Board Member

October 12 2005

Why should we continue to support with our taxes, a transportation project which has been studied numerous times, and each time found to produce no significant traffic relief? This bridge crossing proposal has had many names, and has been studied by local, state, regional and federal transportation authorities. Despite the false claims that bridge proponents make, each time it is studied it is found to increase sprawl development, shift new investment away from existing urban areas that have a good transportation network, and load up traffic on the connecting local roads. Why should we support another study of a this bridge when transportation funds are in short supply? Taxpayers have shown they want money to go to projects which will produce results, and enhance their long-standing master plans. This study would violate the Montgomery County Master Plan and shift the limited transportation dollars away from our mass transit system and local road improvements. Previous studies have shown that balanced land use and transit oriented development work to produce traffic relief results without opening up large areas of green space to sprawl development. Transit investment and local road improvements coupled with development at the metro also recognizes the consumer frustration with rising gas prices. Do you really want to authorize a study that funds a transportation project which will open up development further out- causing longer commutes- when anger is at an all time high with gas prices? We expect our regional planning authority to protect our master plans, invest the transportation funding in projects which support that vision, and not cave in to the developers/politicians who want to make a quick profit on sprawl inducing transportation schemes. Please vote no on line item 40 in the Virginia \$400,000 Tecway Study. Tina Brown

Jim Connolly

Anacostia Watershed Society

October 12 2005

Comments are attached.

Cheryl Cort

Washington Regional Network for Livable Communities

October 12 2005

1. Oppose inclusion of the study of a new Potomac Bridge in Virginia. 2. Oppose spending of \$2.7 billion on ICC in Maryland. 3. Fix Virginia Beltway study: support alternatives to 12-Lane Beltway Version of High Occupancy Toll Proposal

Comment in opposition to the proposed amendments and/or a specific project

Roger Diedrich

Sierra Club, Virginia Chapter

October 15 2005

October 15, 2005 Chairman Phil Mendelson Transportation Planning Board 777 N. Capitol Street, NW, 3rd Floor Washington, DC Dear Chairman Mendelson and members of the TPB: The following are the remarks of the Virginia Chapter of the Sierra Club, representing over 9,000 members within the Virginia portion of the COG region. We have serious objections to specific elements of the proposed Constrained Long Range Plan and Transportation Improvement Program (CLRP and TIP). Specifically: 1) We urge you to remove the "Techway" study from the CLRP and TIP. Credible studies have shown this road would serve only a small number of current commuters, yet it would become a magnet for additional unplanned growth. Such growth would fly in the face of the results of the "Reality Check" planning exercise. 2) The Western Transportation Corridor should be dropped from the CLRP given years of study showing no demonstrated need and the confirmation by the private market - Virginia's PPTA solicitation generated not one single bid. This developer's road is meant to connect to the above ill-advised Techway. 3) We urge you to review the Tri-County Parkway and Battlefield Bypass studies which show no real traffic or travel benefit in return for a \$200 to over \$500 million expenditure. These projects along with the look-alike 234 Bypass (all segments of the outer beltway) should be cancelled and deleted from the plans. 4) We also urge you to insist on consideration of alternate approaches to the Virginia Beltway prior to its inclusion in the CLRP and TIP. The private HOT lanes proposal which is being intensely studied is a significant departure from options in the original DEIS, and not a "variation" of HOV lanes. Therefore, a rail and transit-oriented development alternative should have been considered when the DEIS was specially opened. The study needs to look more closely at the broader, regional impacts of each option. Despite admirable work by the TPB and MDPC through the development of Activity Centers, the Access for All Committee, model upgrades, and the Regional Mobility and Accessibility Study, these planning processes have continued to mean all too little as the process continues to be dominated by big highway projects without connection to land use and urban design changes aimed at reducing the growth in driving and infrastructure needs. We once again urge our region's leaders to fundamentally change land use planning and only then to match the appropriate transportation projects to the land use. Please reject the projects enumerated above. Thank you. Sincerely, (via e-mail) Roger Diedrich, Chair Virginia Chapter, Sierra Club 3322 Prince William Dr Fairfax, VA 22031 703-352-2410 (I could not attach the comments as suggested)

Jim Fary

Conservation Comittee, Montgomery

Sierra Club

October 12 2005

Hi, we strongly oppose the building of a Potomac Techway Bridge. The era of cheap energy is over. COG needs to focus on public transit and sustainable development rather than bridges and roads that create energy consuming sprawl growth. COG needs to do a study on the future of energy costs and consumption as a base line for future issues.

Comment in opposition to the proposed amendments and/or a specific project

Carol Rae Hansen

Sugarland Forest Citizens in Association

October 12 2005

Ladies and Gentlemen: Let's Be Fair! Northern VA may be sinking beneath its excessive development, but the consequences need not be exported across the river into Montgomery County -- where far-sighted planners have preserved the last large-scale agricultural preserve in the metro Washington, D.C. area. Introducing yet again another outer beltway study is wasted time, wasted funds, and wasted acrimony. Preserving Montgomery County's world-famed Ag Reserve preserves the "lungs" of DC with key water and air pollution filtering farmland and forests -- the only such upwind and upwater from the four million person DC metro area. Any other beltway would be a foci for development and a means of destroying the reserve -- from which the entire metro area benefits, in terms of cheaper agricultural production, widespread recreational opportunities, historical treasures, healthy wildlife and cleaner water and air. You have an opportunity to safeguard this vital resource by removing this and any future provisions to "study" or "plan" for an outer beltway through Montgomery County. It is unnecessary (fewer than 2,000 cars a day do a U turn through the county), it would barely speed traffic until unbelievable new congestion removed any time saved (as with 270), and the political and environmental cost is beyond your expectations. Be practical, be prudent, be wise, and be smart -- stop it today!

Stella Koch

Audubon Naturalist Society

October 15 2005

Let me know if this did not get through...not sure loaded this right...will send hard copy also....thanks...Stella Koch,
Audubon Naturalist Society

Comment in opposition to the proposed amendments and/or a specific project

Charles Lapinski

COST Inc.(Coalition on Sensible Transportation)

October 15 2005

COMMENTS OF COST Inc. ON PROPOSED MWCOG-TPB CLRP PLAN is totally without a realistic vision or any vision for that matter: there is a significant need for fundamental reform in our transportation planning and EXECUTION at all levels, and you are in a pivotal position to effect positively the direction, and MWCOG & the TPB have failed to deliver at any level. For over 20 years your recommendations are more than a day late and \$ billions short sighted. You continue to address today's and future transportation needs with "less than yesterday thinking." Start with managing growth better locally and regionally; designing communities to reduce traffic and the costs needed for mega-transportation projects (ALL of your recommendations have significantly OVER-run. For ALL new expansions, METRO should drop ALL heavy rail that it relies on now; build all new with mono-beam/rail: less environmentally intrusive; more flexible design; more efficient, and managed well, construction will deliver at reduced costs (I follow both Seattle and Vegas among other, closely through professional colleagues and actual travel while on other business). Why not a long term "zig-zag" pattern linking higher density residential & business nodes around the beltway? Extend the Redline from Shady Grove to Frederick with MB/MR; apply concepts to BWI from SS; Beltway to Annapolis etc. Do it now! Improvements ignore "Katrina effect and potential terrorism", need for regional community response/evacuation? ICC does not provide demonstrated cost-benefit relief & neglects real north-south MC pass through traffic. Need radial distribution in region? 1) WE, COST Inc., OPPOSE FURTHER STUDY AND IMPLEMENTATION OF POTOMAC BRIDGE PROJECT (Techway)- little relief and massive costly community impacts! Studied since 2003/2004. VDOT's Origin/Destination Study shows few commuters benefit from/need a new bridge crossing. DELETE from the CLRP and TIP. Focus transportation resources on fixing highway traffic bottlenecks (MC has 55 failed intersections and 44 will fail in the next 12 years-cheaper to fix than ICC; brings distributed relief, and need to be done irrespective of any solutions (properly designed interchange at Georgia/28/198 decreases cross county transit time by at least 65% for \$45M, costs far less than an ICC; completion of 28/198 to 4 lanes is less than 25% of cost of the ICC results in 65% reduction increasing to 85%.) that affect today's commuters. Invest resources in Metro and local street connections. Interchanges improve METRO & MC transit flows. 2) COST Inc. OPPOSES \$3.0 BILLION+ IN SPENDING ON ICC (costs are climb in spite of cutback on promises). Too much money for a highway that doesn't cut Beltway, I-270, I-95 or local roads traffic. Borrowing \$B-approach threatened VDOT's program solvency; MC/MD DOTs will follow cost overrun quick sand. Too much destruction of communities, streams, wetlands and forests. It delays/cuts local road and transit needs funding.

Masaya Maeda

Anacostia Watershed Society

October 13 2005

I would like to oppose the construction of the ICC which pass throught the upper Anacostia Watershed. I have been walking along the Northwest Branch of the Anacostia all the way from most downstream to upstream and have been seeing severe erosion even in the upstream portion of the branch. Current erosion is so sever without the ICC. If we had the ICC the erosion would be more and more severe.

Andrea McGimsey

Campaign for Loudoun's Future

October 14 2005

The Techway proposal is simply the Western Transportation Corridor by a different name. While officials claim it would mitigate traffic congestion in Loudoun County, study after study has shown that it will not effectively relieve traffic and will in fact induce more development and additional traffic, thus worsening the congestion in the region. Traffic is bad enough as is in Loudoun County - citizens and businesses are fed up. They know that simply building more roads will not solve the traffic problem. On top of these concerns, Northern Virginia election officials did NOT hold hearings on this proposal before its submission to the regional plan. Before moving to consider this proposal, please hold adequate public hearings in all affected jurisdictions. The citizens need to have their say.

Comment in opposition to the proposed amendments and/or a specific project

Michael Replogle

See attached comments.

Environmental Defense

October 14 2005

Stewart Schwartz

Attached Below

Coalition for Smarter Growth

October 14 2005

Comment in support of the proposed amendments and/or a specific project

Submitted by: An Individual

David Banks

Reston, VA 20191

October 15 2005

Dear TPB Members: Please support the proposed additions to the 2005 Constrained Long Range Plan and 2006-2011 Transportation Improvement Program including construction of the Intercounty Connector, I-495 Virginia HOT Lanes and Phase VIII of the I-95/I-395/I-495 Interchange and upgrading portions of the Franconia-Springfield Parkway to a limited access facility. The Intercounty Connector's need and strong public support have been well-documented for decades. Its construction is critical to regional mobility, security and quality of life. Virginia's proposed I-95, I-395, I-495 and Franconia-Springfield Parkway improvements have great merit as well. I also urge that environmental assessment funds for new Potomac River crossings that are completely in accord with TPB's Transportation Vision Document continue to be included. David Banks 1890 Preston White Dr. Reston, VA 20191

Tracy Baynard

Alexandria, VA 22315

October 14 2005

urge you to support the proposed additions to the 2005 Constrained Long Range Plan and 2006-2011 Transportation Improvement Program including construction of the Intercounty Connector, I-495 Virginia HOT Lanes and Phase VIII of the I-95/I-395/I-495 Interchange and upgrading portions of the Franconia-Springfield Parkway to a limited access facility. Virginia's proposed I-95, I-395, I-495 and Franconia-Springfield Parkway improvements have great merit as well. I also urge that regional plans continue to include environmental assessment funds for new Potomac River crossings since such crossings are completely in accord with TPB's Transportation Vision document. Please move these project forward -- this region continues to avoid implementation of critical identified solutions -- don't let a minority stop progress for the rest of us.

Roderick Belcher

Alexandria, VA 22302

October 14 2005

We need this Parkway!!! It now or never!!!!!!!!!!

robert buchanan

Potomac, MD 20854

October 14 2005

Please keep positive momentum for the construction of the ICC and funding for the environmental study of new Potomac River crossings. Both new transportation corridors are desperately needed to facilitate the traffic growth in the region.

Jack Burkart

Great Falls, VA 22066

October 14 2005

I agree with the key elements of the CLRP and TIP. However, most important of all are the funds required to study the Potomac River crossing. Their MUST be another Potomac River crossing west of 495 and east of Rt. 15

Comment in support of the proposed amendments and/or a specific project

Clayton Custead

Gaithersburg, MD 20878

October 14 2005

It is time for our elected leaders to lead! I have been a resident of the DC area (MD) for 45 years and seen it slowly crippled by ineffectual leaders who think the 5% vocal environmental Nazi minority is a threat to their jobs. The other 95% of us want and desperately need new roads and bridges, not new speed bumps. The most important issue facing us as voters is the crippling congestion we face every day. If that 5% I referred to above were around in earlier years, Macarthur Blvd, Clara Barton Pkwy, River Road, Georgetown Pike as well as both Beltway river crossings would never have been built due to the "fragile" environment! If the Nazi's were really concerned about the environment, they would admit that hundreds of thousands of cars and trucks taking an hour to make a 10 minute trip is far more damaging to the environment. Are the area's surrounding the aforementioned roads environmental wastelands? No. Six months after the construction is complete, the vegetation and wildlife moves back in. Please do the right thing.

Mark Doore

Silver Spring, MD

October 13 2005

I support the study of additional multi-modal (car, truck, motorcycle, bus, rail, bicycle, scooter, Segway, pedestrian, equestrian, ...) Potomac River crossings, including the "Techway", between Montgomery County and Virginia.

Richard Entsminger

Ashburn, VA 20148

October 14 2005

Dear TPB Members: I urge you to support the proposed additions to the 2005 Constrained Long Range Plan and 2006-2011 Transportation Improvement Program including: Intercounty Connector I-495 Virginia HOT Lanes Phase VIII of the I-95/I-395/I-495 Interchange Upgrading portions of the Franconia-Springfield Parkway to a limited access facility. Environmental assessment funds for new Potomac River crossings since such crossings are completely in accord with TPB's Transportation Vision document. Richard D. Entsminger

Douglas Fahl

Leesburg, VA 20175

October 17 2005

Dear TPB Members: I urge you to support the proposed additions to the 2005 Constrained Long Range Plan and 2006-2011 Transportation Improvement Program including construction of the Intercounty Connector, I-495 Virginia HOT Lanes and Phase VIII of the I-95/I-395/I-495 Interchange and upgrading portions of the Franconia-Springfield Parkway to a limited access facility. The need and strong public support for the Intercounty Connector have been well-documented for decades. Its construction is critical to regional mobility, security and quality of life. Virginia's proposed I-95, I-395, I-495 and Franconia-Springfield Parkway improvements are all critical and should be included in the Plan. I also urge that regional plans continue to include environmental assessment funds for new Potomac River crossings since such crossings are completely in accord with TPB's Transportation Vision document. Douglas Fahl 18735 Woodburn Road Leesburg, VA 20175

Tom Farley

Alexandria, VA 22341

October 14 2005

Dear TPB Members, I urge you to support the proposed additions to the 2005 CLRP and 2006-11 TIP including construction of the ICC, I 495 VA HOT Lanes, phase 8 of the Springfield Interchange and upgrade portions of the Franconia-Springfield Parkway to a limited access facility. I also urge that regional plans continue to include environmental assessment funds for new Potomac River crossings since such crossings are completely in accord with TPB's vision document. Thank you, Tom Farley

Comment in support of the proposed amendments and/or a specific project

Dan Gradishar

Vienna, VA 22180

October 13 2005

Dear TPB Members: I urge you to support the proposed additions to the 2005 Constrained Long Range Plan and 2006-2011 Transportation Improvement Program including construction of the Intercounty Connector, I-495 Virginia HOT Lanes and Phase VIII of the I-95/I-395/I-495 Interchange and upgrading portions of the Franconia-Springfield Parkway to a limited access facility. The need and strong public support for the Intercounty Connector have been well-documented for decades. Its construction is critical to regional mobility, security and quality of life. Virginia's proposed I-95, I-395, I-495 and Franconia-Springfield Parkway improvements have great merit as well. I also urge that regional plans continue to include environmental assessment funds for new Potomac River crossings since such crossings are completely in accord with TPB's Transportation Vision document.

Mike Hagarty

Alexandria, VA 22314

October 14 2005

Dear TPB Members: I urge you to support the proposed additions to the 2005 Constrained Long Range Plan and 2006-2011 Transportation Improvement Program including construction of the Intercounty Connector, I-495 Virginia HOT Lanes and Phase VIII of the I-95/I-395/I-495 Interchange and upgrading portions of the Franconia-Springfield Parkway to a limited access facility. The need and strong public support for the Intercounty Connector have been well-documented for decades. Its construction is critical to regional mobility, security and quality of life. Virginia's proposed I-95, I-395, I-495 and Franconia-Springfield Parkway improvements have great merit as well. I also urge that regional plans continue to include environmental assessment funds for new Potomac River crossings since such crossings are completely in accord with TPB's Transportation Vision document.

Martin Haley

Alexandria, VA 22305

October 14 2005

Dear TPB Members: I urge you to support the proposed additions to the 2005 Constrained Long Range Plan and 2006-2011 Transportation Improvement Program including construction of the Intercounty Connector, I-495 Virginia HOT Lanes and Phase VIII of the I-95/I-395/I-495 Interchange and upgrading portions of the Franconia-Springfield Parkway to a limited access facility. The Intercounty Connector's need and strong public support have been well-documented for decades. Its construction is critical to regional mobility, security and quality of life. Virginia's proposed I-95, I-395, I-495 and Franconia-Springfield Parkway improvements have great merit as well. I also urge that environmental assessment funds for new Potomac River crossings that are completely in accord with TPB's Transportation Vision Document continue to be included. Thanks, -Martin Haley

Doug Hansen

Fairfax, VA 22030

October 14 2005

This bridge connection to MD is long overdue. Do not delay any longer.

Craig Havebinner

Fairfax, VA 22030

October 14 2005

Please support the proposed additions to the 2005 CLRP and the 2006-2011 TIP, in it's entirety, including study funds for a Potomac River crossing!

Comment in support of the proposed amendments and/or a specific project

Mark Ingraio

Falls Church, VA 22042

October 13 2005

I support the proposed additions to the 2005 Constrained Long Range Plan and 2006-2011 Transportation Improvement Program including construction of the Intercounty Connector, I-495 Virginia HOT Lanes and Phase VIII of the I-95/I-395/I-495 Interchange and upgrading portions of the Franconia-Springfield Parkway to a limited access facility. I have lived in the area all my life and now more than ever we need the Intercounty Connector because we don't want to look back in 20 year and say we missed another opportunity to build a critical "link" in our transportation system. Its construction is critical to regional mobility, security and quality of life. Virginia's proposed I-95, I-395, I-495 and Franconia-Springfield Parkway improvements have great merit as well. I also urge that regional plans continue to include environmental assessment funds for new Potomac River crossings since such crossings are completely in accord with TPB's Transportation Vision document.

Thomas Keefer

Leesburg, VA 20176

October 15 2005

Gentlemen: Please do everything possible to obtain another Potomac River Bridge, preferably at the end of Virginia Route 28. Route 15 is now nearly impassible at 8:00 in the morning and 5:00 at night. We desperately need an alternative route.

Kevin Kelley

Warrenton, VA 20110

October 14 2005

Dear TPB Members: I strongly urge your support of the proposed additions to the 2005 Constrained Long Range Plan and 2006-2011 Transportation Improvement Program including construction of the Intercounty Connector, I-495 Virginia HOT Lanes and Phase VIII of the I-95/I-395/I-495 Interchange and upgrading portions of the Franconia-Springfield Parkway to a limited access facility. The need for the Intercounty Connector has been well-documented for decades. Its construction is critical to regional mobility, security and quality of life. We live in an urban region. We need urban transportation facilities (roads) to support the transportation needs of the citizens of this region. The Washington DC region is a vibrant and exciting place to live and work. Why must we, the citizens, continue to suffer in some of the worst traffic congestion in the nation. It's time we realized that not building roads will eventually ruin our regional economy and companies will look elsewhere when considering locations to build new or relocate existing facilities. This is precisely why Virginia's proposed I-95, I-395, I-495 and Franconia-Springfield Parkway improvements are much needed as well. I also urge that regional plans continue to include environmental assessment funds for new Potomac River crossings since such crossings are completely in accord with TPB's Transportation Vision document. Think of our region without the American Legion bridge or without the Woodrow Wilson bridge. What state would our regional economy be in without these two river crossings, what if they were never built because we listened to the "no new roads/never build anything" crowd? We desperatley need both new eastern/southern and western/northern Potomac River crossings. They should have been built twenty years ago. Thank you for your consideration of my opinion. Sincerely, Kevin Kelley Warrenton, VA

Eric Knott

Arlington, VA 22201

October 13 2005

As the Washington Metro Area becomes one of the largest and fastest growing MSAs in the United States, it is absolutely essential that the transportation network keep pace with that growth. Right now traffic congestion is decreasing quality of life and negatively affecting economic productivity. Improvements in both road and mass transit systems are needed on a massive scale. It is laughable that the only direct transportation connection between two counties (Loudoun and Montgomery) which represent engines of regional high-tech growth, is a small ferry boat. Though this region continues to be the beneficiary of high-levels of government spending which seem not to be affected by traffic woes, this may not be the case forever. If the Federal money faucet reduces its flow, businesses would certainly find transportation infrastructure deficiencies a compelling reason to move their operations elsewhere. Those who worry what new road and rail development would cost now, might consider what it would cost to move to another area in search of a new job.

Comment in support of the proposed amendments and/or a specific project

Mark Looney

Arlington, VA 22205

October 14 2005

Dear TPB Members: I urge you to support the proposed additions to the 2005 Constrained Long Range Plan and 2006-2011 Transportation Improvement Program including construction of the Intercounty Connector, I-495 Virginia HOT Lanes and Phase VIII of the I-95/I-395/I-495 Interchange and upgrading portions of the Franconia-Springfield Parkway to a limited access facility. The need and strong public support for the Intercounty Connector have been well-documented for decades. Its construction is critical to regional mobility, security and quality of life. Virginia's proposed I-95, I-395, I-495 and Franconia-Springfield Parkway improvements have great merit as well. I also urge that regional plans continue to include environmental assessment funds for new Potomac River crossings since such crossings are completely in accord with TPB's Transportation Vision document.

Barry Mark

Burke, VA 22015

October 14 2005

Dear TPB Members: I urge you to support the proposed additions to the 2005 Constrained Long Range Plan and 2006-2011 Transportation Improvement Program including construction of the Intercounty Connector, I-495 Virginia HOT Lanes and Phase VIII of the I-95/I-395/I-495 Interchange and upgrading portions of the Franconia-Springfield Parkway to a limited access facility. The need and strong public support for the Intercounty Connector have been well-documented for decades. Its construction is critical to regional mobility, security and quality of life. Virginia's proposed I-95, I-395, I-495 and Franconia-Springfield Parkway improvements have great merit as well. I also urge that regional plans continue to include environmental assessment funds for new Potomac River crossings since such crossings are completely in accord with TPB's Transportation Vision document. Barry Mark

JJ McCarthy

Germantown, MD 20874

October 13 2005

Dear TPB Members: I urge you to support the proposed additions to the 2005 Constrained Long Range Plan and 2006-2011 Transportation Improvement Program including construction of the Intercounty Connector, I-495 Virginia HOT Lanes and Phase VIII of the I-95/I-395/I-495 Interchange and upgrading portions of the Franconia-Springfield Parkway to a limited access facility. The need and strong public support for the Intercounty Connector have been well-documented for decades. Its construction is critical to regional mobility, security and quality of life. Virginia's proposed I-95, I-395, I-495 and Franconia-Springfield Parkway improvements have great merit as well. I also urge that regional plans continue to include environmental assessment funds for new Potomac River crossings since such crossings are completely in accord with TPB's Transportation Vision document.

Barbara McDuffie

McLean, VA 22102

October 14 2005

Dear TPB Members: I urge you to support the proposed additions to the 2005 Constrained Long Range Plan and 2006-2011 Transportation Improvement Program including construction of the Intercounty Connector, I-495 Virginia HOT Lanes and Phase VIII of the I-95/I-395/I-495 Interchange and upgrading portions of the Franconia-Springfield Parkway to a limited access facility. The need and strong public support for the Intercounty Connector have been well-documented for decades. Its construction is critical to regional mobility, security and quality of life. Virginia's proposed I-95, I-395, I-495 and Franconia-Springfield Parkway improvements have great merit as well. I also urge that regional plans continue to include environmental assessment funds for new Potomac River crossings since such crossings are completely in accord with TPB's Transportation Vision document. Name: Barbara McDuffie Address: 1800n Old Meadow Road, McLean, VA 22102

Phil Meany

Arlington, VA 22207

October 14 2005

Please support the proposed additions to the 2005 Constrained Long Term Range Plan and the 2006-11 Transportation Improvement Program including construction of the Intercounty Connector, I-495 Virginia HOT Lanes and Phase III of the I-95/I-495/I-395 interchange and upgrading portions of the Fx. Cty. Pkwy. to a limited access facility. These are all desperately needed and enjoy tremendous local support. Please also continue funding all environmental assessments for the Potomac River crossings which are in accord with the TPB's Transportation Vision Statement.

Comment in support of the proposed amendments and/or a specific project

Tim Nutter

Vienna, VA 22180

October 14 2005

Dear TPB Members: I urge you to support the proposed additions to the 2005 Constrained Long Range Plan and 2006-2011 Transportation Improvement Program including construction of the Intercounty Connector, I-495 Virginia HOT Lanes and Phase VIII of the I-95/I-395/I-495 Interchange and upgrading portions of the Franconia-Springfield Parkway to a limited access facility. The need and strong public support for the Intercounty Connector have been well-documented for decades. Its construction is critical to regional mobility, security and quality of life. Virginia's proposed I-95, I-395, I-495 and Franconia-Springfield Parkway improvements have great merit as well. I also urge that regional plans continue to include environmental assessment funds for new Potomac River crossings since such crossings are completely in accord with TPB's Transportation Vision document. Thank you, Tim Nutter Vienna, VA

jeffrey parnes

oak hill, VA 20171

October 14 2005

Dear TPB Members: I urge you to support the proposed additions to the 2005 Constrained Long Range Plan and 2006-2011 Transportation Improvement Program including construction of the Intercounty Connector, I-495 Virginia HOT Lanes and Phase VIII of the I-95/I-395/I-495 Interchange and upgrading portions of the Franconia-Springfield / Fairfax County parkways to limited access facilities. The need and strong public support for the Intercounty Connector have been well-documented for decades. Its construction is critical to regional mobility, security and quality of life. Virginia's proposed I-95, I-395, I-495 and Franconia-Springfield / Fairfax County parkways improvements have great merit as well. I also urge that regional plans continue to include environmental assessment funds for new Potomac River crossings since such crossings are completely in accord with TPB's Transportation Vision document.

andrew Pitas

Leesburg, VA 20176

October 14 2005

I support upgrading Maryland's Interconnector from study to construction. upgrading the Franconia-Springfield Parkway to limited access. Use of \$400,000. for environmental study for more Potomac River crossings. I also support the Western Transportation Corridor. Andrew F. Pitas

Arthur Purves

Vienna, VA 22182

October 15 2005

We're overdue for new roads. Also, commercial development should be promoted all along the ICC instead of concentratiing it in the District, Tysons, or Reston. Concentrating office buildings creates congestion. Distributing commercial development along a grid of limited-access highways would prevent congestion.

SEAN SAUNTRY

WINCHESTER, VA 22602

October 14 2005

I support regional transportation networks. I moved out to Frederick County, VA (near I-81 and Rt 7) cause I couldn't handle spending 90 minutes just to go 12 miles to my work.

Darlene Sauntry

Ashburn, VA 20147

October 14 2005

Dear TPB Members: I urge you to support the proposed additions to the 2005 Constrained Long Range Plan and 2006-2011 Transportation Improvement Program including construction of the Intercounty Connector, I-495 Virginia HOT Lanes and Phase VIII of the I-95/I-395/I-495 Interchange and upgrading portions of the Franconia-Springfield Parkway to a limited access facility. The need and strong public support for the Intercounty Connector have been well-documented for decades. Its construction is critical to regional mobility, security and quality of life. Virginia's proposed I-95, I-395, I-495 and Franconia-Springfield Parkway improvements have great merit as well. I also urge that regional plans continue to include environmental assessment funds for new Potomac River crossings since such crossings are completely in accord with TPB's Transportation Vision document.

Comment in support of the proposed amendments and/or a specific project

Rick Whitaker

Burke, VA 22015

October 14 2005

Dear TPB Members: I urge you to support the proposed additions to the 2005 Constrained Long Range Plan and 2006-2011 Transportation Improvement Program including construction of the Intercounty Connector, I-495 Virginia HOT Lanes and Phase VIII of the I-95/I-395/I-495 Interchange and upgrading portions of the Franconia-Springfield Parkway to a limited access facility. The need and strong public support for the Intercounty Connector have been well-documented for decades. Its construction is critical to regional mobility, security and quality of life. Virginia's proposed I-95, I-395, I-495 and Franconia-Springfield Parkway improvements have great merit as well. I also urge that regional plans continue to include environmental assessment funds for new Potomac River crossings since such crossings are completely in accord with TPB's Transportation Vision document.

Charles Wortman

Herndon, VA 20170

October 14 2005

Dear TPB Members: I urge you to support the proposed additions to the 2005 Constrained Long Range Plan and 2006-2011 Transportation Improvement Program including construction of the Intercounty Connector, I-495 Virginia HOT Lanes and Phase VIII of the I-95/I-395/I-495 Interchange and upgrading portions of the Franconia-Springfield Parkway to a limited access facility. The need and strong public support for the Intercounty Connector have been well-documented for decades. Its construction is critical to regional mobility, security and quality of life. Virginia's proposed I-95, I-395, I-495 and Franconia-Springfield Parkway improvements have great merit as well. I also urge that regional plans continue to include environmental assessment funds for new Potomac River crossings since such crossings are completely in accord with TPB's Transportation Vision document. Name: Charles R. Wortman Address: 12314 Valley High Road Herndon, VA 20170

Comment in support of the proposed amendments and/or a specific project

Submitted by: An Organization

Mark Ingrao

*Apartment and Office Building
Association*

October 13 2005

AOBA members urge you to support the proposed additions to the 2005 Constrained Long Range Plan and 2006-2011 Transportation Improvement Program including construction of the Intercounty Connector, I-495 Virginia HOT Lanes and Phase VIII of the I-95/I-395/I-495 Interchange and upgrading portions of the Franconia-Springfield Parkway to a limited access facility. The need and strong public support for the Intercounty Connector have been well-documented for decades. Its construction is critical to regional mobility, security and quality of life. Virginia's proposed I-95, I-395, I-495 and Franconia-Springfield Parkway improvements have great merit as well. I also urge that regional plans continue to include environmental assessment funds for new Potomac River crossings since such crossings are completely in accord with TPB's Transportation Vision document.

Comment on other regional transportation issues

Submitted by: A Business

Roy Beckner

Gainesville,, VA 20155

October 14 2005

Please support the following Specific items & include them in the 2005 CLRP & the 2006-2011 TIP. 1. Construction of the Md. Intercounty Connector 2. Hot Lanes on I-495 3. Phase 8, of the I-95/I-395/I-495 Interchange 4. The upgrades to the Springfield- Franconia Parkway to a Limited Access Facility 5. Re-emphasize the need for Construction of a New Interchange @ I-66 & Routes 29-211 in Gainesville, Va. PLUS improvement to I-66 from the 234 Bypass To Haymarket. 6. include the Comp. Plan Corridor for the Tri-County Parkway in Prince William Co. ** Finally, please continue to include environmental Assessment Funds for new River crossing since these crossings are in accord with the transportation Vision Document.

christopher walker

reston, VA

October 14 2005

I support the ICC and the Second Potomac Crossing. According to COG's 25 year forecast, \$56 of the \$93 billion planned to be spent during this period on transportation will be on transit, with a vehicle mile share declining from 4% to 3%. This is crazy. We need to fill in the highway grid to reflect real transportation patterns that real people use. Enough of having the planners wait for people live the way that makes their lives convenient-- eg in a garret atop a Metro station.
Chris Walker

Comment on other regional transportation issues

Submitted by: An Individual

Fred Lifson

Reston, VA 20194

October 14 2005

Il feel it is necessary to provide additional routes from VA to MD and it make sense to provide a highway from Loudon County to Maryland. I urge the board to approve this new road.

Larry Martin

4525 Blagden Ave. NW, DC 20011

October 14 2005

These comments pertain to the proposed regional 6-yr. transportation plan. In general, the new projects that are being introduced into the plan are budget breakers and violate the purpose of the plan to deal seriously with transportation projects that have had adequate funding identified for them. I refer specifically to the \$2.7 + Billion for the Intercounty connector. Not only is the project too expensive for the transportation it provides, (studies show it will not reduce traffic on the Beltway, I-270, I-95 or local roads) it opens up access for new development outside of the regions identified growth clusters. The destructive impact on natural systems and communities is not justifiable. And, of course, as the sponge for transit dollars it will begger superior people moving projects such as an expansion of the metro system with the purple line. I am also in opposition to the current VA beltway proposal for an expansion to 12 lanes. Alternatives to the 12-Lane Beltway Version of High Occupancy Toll have not provided honest consideration. Expanded rail transit, different HOT lane options with fewer lanes and other alternatives to this project should receive more serious study. However, the most onerous abude of the the CLRP is the inclusion of the Techway bridge project over the Potomac river. VDOT has not demonstrated the need or public demand for this project, and it is a flagrant promotion of a pork-barrel road building project to advance development into Louden County, with little support, justification or public meetings. Studies of the proposed bypass show it does little to reduce American Legion Bridge traffic.

Richard Reis

Silver Spring, MD 20904

October 14 2005

Please include core components of a regional transportation plan of the Maryland suburban transitway (via rail) and rail over the new Wilson Bridge. Other important elements must support walking and bicycling. Oppose the "Techway" concept of new highways and Potomac bridges, which encourage driving in a time of energy shortages and worsening air quality.

Silja Sistok-Katz

Arlington, VA 22201

October 13 2005

We need a better transportation planning that helps us NOT to spend money on useless projects and plan healthier communities. 1. I oppose that the study of Techway will be supported; the building of it doesn't solve any transportation issues that we currently face. 2. I oppose the huge spendings on intercountry connector. It doesn't help the communities with transportation but creates more destruction and pollution instead. 3. Find alternatives to 12-lane beltway version of High Occupancy Toll Proposal.

Comment on other regional transportation issues

Kenneth Todd

Washington, DC 20009

October 15 2005

See TPBPublicComment@mwcog.org I am told the Board wants to look again at the effects of traffic signal coordination. Traffic signals on arterial roads in the District are coordinated to let vehicles travel through a series of intersections at an even, uninterrupted speed of 25 or 30 mph. This invites drivers to break the law. DCMR Title 18, § 2200.5, requires motorists to drive at a reduced speed when approaching and crossing an intersection. Signal coordination is only effective when traffic volumes are moderate and turning movements are few. It usually works in one direction only. Drivers who travel in the opposite direction and on the side streets pay for it with longer delays. As traffic volumes rise, motorists get faster to a downstream bottleneck, where they have to wait that much longer. Signal coordination cannot eliminate delays at red lights that occur when no conflicting vehicles use the green. Instead of relieving congestion, it reduces overall network capacity. We must remember that traffic signals get installed because busy roads are difficult, dangerous and often impossible to cross. Make them easy, safe and simple to cross and we won't need those lights. This would be in conformance with sec. 4B.04 of the Manual on Uniform Traffic Control Devices, which lists some, though not all, more efficient and more cost-effective alternatives to the traffic signal. Signal coordination brings political benefits. The public has been led to believe in its widely advertised operational benefits and will vote for a candidate who supports it.

RAY WEIL

HYATTSVILLE, MD 20782

October 15 2005

The ICC or the Techway Potomac Bridge. Both of these projects are ill-conceived projects that fundamentally lead us down the WRONG ROAD with regards to address the regions transportation problems. First, we need to do the cost benefits analysis by including all option – especially non-road building options such as light rail transit, smart growth alterations in settlement and employment patterns, etc. Second, these analysis should use scenarios of gasoline cost of 5.00 and \$10.00/gal as will be facts of life in 5 and 10 years from now. I favor using the transportation funds for refurbishing existing infrastructure and improving existing urban areas to make them more livable and attractive to new comers. A system of light rail instead of ICC with feeds into local high-efficient shuttle busses and stations with small hydrogen or electric powered (or initially hybrid) “borrow” vehicles available would be more forward looking. It time we stopped doing more of the same that got us into the congested, polluted, expensive situation we are in! More roads will only beget more traffic, pollution and sprawl.

General comment on the proposed amendments to the plan

Submitted by: An Individual

John Dukovich

McLean, VA 22101

October 13 2005

Maryland is studying a so-called "Purple" line that would approximately parallel the Beltway. The Purple Line would likely be a rail system, possibly light rail. Maryland is finding a Purple Line feasible. In Virginia, the miniscule VDRPT studied a light rail routing from Springfield to Merrifield and also found it feasible. We need a Purple Line that connects residential, business, and activity centers in the suburbs. We just can't build enough roads to carry all of the cars -- we need to reduce the number of cars on the road. Rail is the only way. Please work on this.

Rodney Gray

Lovettsville, VA 20180

October 14 2005

Dear TPB Members: I urge you to support the proposed additions to the 2005 Constrained Long Range Plan and 2006-2011 Transportation Improvement Program including construction of the Intercounty Connector, I-495 Virginia HOT Lanes and Phase VIII of the I-95/I-395/I-495 Interchange and upgrading portions of the Franconia-Springfield Parkway to a limited access facility. The need and strong public support for the Intercounty Connector have been well-documented for decades. Its construction is critical to regional mobility, security and quality of life. Virginia's proposed I-95, I-395, I-495 and Franconia-Springfield Parkway improvements have great merit as well. I also urge that regional plans continue to include environmental assessment funds for new Potomac River crossings since such crossings are completely in accord with TPB's Transportation Vision document. Rodney Gray 12 South Berlin Pike Lovettsville, VA, 20180

David Guernsey

Clifton, VA 20124

October 13 2005

Please retain funding to study possible new Potomac river crossings. The gridlock is terrible and increasingly becoming worse. Also, I would urge accelerating the effort to bring HOT and Phase VIII to the I495/I95-395 corridors. Lastly, moving Rt7900 to a limited access roadway would be tremendously beneficial to northern Virginia commuters. Thank you. David M. Guernsey

peter kenny

frederick, MD 21703

October 14 2005

i would like to see another crossing into Virginia before i retire, these prodjects take so long to get done that the cost doubles or more and by the time they are compleated there out of date. with all the studies and planning money we should have a master plan. it was done before for the interstates, why not do that again.

Dorothee Krahn

Silver Spring, MD 20904

October 13 2005

The proposal to build another bridge over the Potomac is not a good idea. It would undo all the work that was done to rid the river of pollution and not only destroy the river, but also the surrounding areas. Save our environment by increasing public transportation. so that fewer automobiles need cross the Potomac.

debra palmer

sterling, VA 20165

October 14 2005

We do not need any more roads (inner beltway through eastern loudoun co.). We need to concentrate on mass transit and flex. scheduling and telecommuting. When the gas prices rise you see more people carpooling and taking mass transit so it can be done we just need to support that instead of more roads.

Nancy Reaves

Purcellville, VA 20132

October 12 2005

I believe it is important that the 6 year transportation plan should include projects that will help improve the quality of life of the residents of this area and protect our environment. I would like to see an emphasis on public transportation projects; planning that centers developments near public transportation and reduces traffic; managed growth; protection of the ecosystems of the area; walking and biking routes; pollution reduction; and preservation of our small towns and rural communities. I am opposed to the study of the Potomac bridge project. I believe there is already enough evidence that shows our money can be better spent on other projects that will offer real relief of our traffic problems.

General comment on the proposed amendments to the plan

Ken Reid

Leesburg, VA 20175

October 15 2005

Dear TPB Members, I urge you to support the proposed additions to the 2005 CLRP and 2006-11 TIP including construction of the ICC, I 495 VA HOT Lanes, phase 8 of the Springfield Interchange and upgrade portions of the Franconia-Springfield Parkway to a limited access facility. I also urge that regional plans continue to include environmental assessment funds for new Potomac River crossings since such crossings are completely in accord with TPB's vision document. According to COG's 25 year forecast, \$56 of the \$93 billion planned to be spent during this period on transportation will be on transit, with a vehicle mile share declining from 4% to 3%. This is crazy. Therefore, I also oppose Dulles Rail (phase II) from being in the CLRP since the Federal Transit Administration has only committed to Phase I (West Falls Church to Wiehle Ave.) We also cannot afford to maintain the rail system we already have. How can you afford to extend it to Dulles? To be viable, rail requires high density at rail stations. This is disruptive to existing neighborhoods (e.g., Vienna station). Why invest billions in a terrorist target (rail commuter systems)? Invest in roads instead. We need to fill in the highway grid to reflect real transportation patterns that real people use. Enough of having the planners wait for people live the way that makes their lives convenient-- e.g. in a garret atop a Metro station. Thank you Ken Reid

Mark Tipton

Fairfax, VA 22031

October 14 2005

Please do not build the Intercounty Connector through Bull Run Park and other parkland. Our parks are part of Northern Virginia's character, and make it a better place to live.

General comment on the proposed amendments to the plan

Submitted by: An Organization

Stephan Sylvan

Eastern Village Community

October 14 2005

Our community organization is opposed to the \$2.7 billion in spending for the ICC including in the 6-year Transportation Plan. Furthur, our organization beleives substantially more should be invested in transit in our region. Thank you.



ENVIRONMENTAL DEFENSE
finding the ways that work

October 13, 2005

Chair, Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capital Street, NE, Suite 300
Washington, DC 20002-4290

Dear Chairman Mendelson:

I am writing on behalf of Environmental Defense and its more than 400,000 members, including many thousands in the metropolitan Washington region to comment on the draft FY2006-2011 Regional Transportation Improvement Plan (TIP). We are most concerned with three key projects in the draft TIP -- a proposed new outer beltway, the Intercounty Connector (ICC) in Maryland, the proposed addition of four new High Occupancy Toll (HOT) lanes on the Capital Beltway (I-495) in Virginia, and a proposed feasibility study of the Potomac Bridge Project (aka "techway"). These project would harm the region's ability to satisfy key objectives in the last adopted long range plan concerning the need to reduce regional traffic growth. They will make it harder to attain the 8-hour ozone standard for healthful air quality. They will likely contribute to new air pollution hotspots that threaten public health, and worsen regional water quality problems.

As explained in our previous comments, even though these three projects have been proposed to ease traffic congestion around the region, studies have shown that they will likely exacerbate traffic growth and sprawl and increase air pollution, while doing little to relieve congestion. The \$4 billion dollars proposed for spending on these projects would also exacerbate our dependence on cars and expensive foreign oil at a time of record fuel prices.

The \$2.7 billion dollar spending on the ICC would only worsen traffic congestion, aggravate air pollution, and devastate the last remaining undisturbed headwaters of the Anacostia River. The Draft Environmental Impact Statement (DEIS) on ICC acknowledges that the high capital investment in building ICC can achieve little in alleviating traffic congestion on existing highways, including the Beltway, I-270 and I-95 and might add traffic to the Beltway in Montgomery County.ⁱ Comparing building ICC and the no build scenario with four sets of complementary transportation improvements, a joint study by Environmental Defense and other organizationsⁱⁱ further suggested that there are practical transportation options that could deliver better congestion relief, result in less air pollution and are less costly to build. In particular, this independent study showed that the ICC would significantly increase regional hydrocarbon and nitrogen oxide emissions compared to the no-build scenario, thus delaying timely attainment of air quality. The multi-billion ICC highway guarantees will also drain resources for other transportation improvement projects. We ask to incorporate the cited documents by reference in these comments.

Re-examine alternatives to the 12-lane Capital Beltway HOT lanes proposal in Northern Virginia. While Environmental Defense supports use of market incentives to manage traffic on new and existing highways, we are aware that design and implementation of HOT lanes are crucial factors that determine whether this innovative market-based strategy can deliver congestion relief and increase transit choices. An independent study by staff at FHWA showed that adding four new toll lanes in each direction on I-495, as proposed in this TIP, would likely increase traffic by 12%.ⁱⁱⁱ A 10-lane alternative, adding one

new HOT lane and converting 2 existing lanes into HOT lanes in each direction on I-495, would induce only 2% more traffic while producing nearly equal traffic delay reductions at far lower capital costs, with significantly less air pollution. In our previous comments on the proposed 2005 Constrained Long Range Plan (CLRP)^{iv}, we urged the TPB to consider a 10-lane alternative – that adds to the CLRP one new toll lane to the Beltway in each direction and converts one general purpose lane in each direction to a toll lane -- and other reasonable alternatives. We also voiced our concern that the planning process needs to consider how the 12-lane I-495 HOT lane proposal would affect potential pollution hotspots. While we support use of HOT lanes to manage traffic in the region, we urge TPB to study how HOT lanes might be used to better manage traffic on existing lanes, not just new lanes, thus creating more opportunities to use toll revenues to fund public transportation improvements, such as bus rapid transit services. We ask to incorporate the cited documents by reference in these comments.

Oppose the study of New Potomac Bridge Project. The Techway proposal is not a new idea, and its effectiveness in easing traffic as well as its impacts on neighboring regions have been reviewed and discussed in several studies. Among these studies is the one conducted by Virginia Department of Transportation (DVOT) concluding that there is no need for the Techway project because fewer than 2,000 vehicles make peak hour "U-shape Commute". Another study contracted by Environmental Defense and other groups in 2002 showed that the building of Techway would have little effect in reducing traffic on the American Bridge, but would substantially worsen congestion across large parts of Montgomery, Frederick, and northern Virginia counties as a result of induced sprawl development in Loudoun. Congressman Wolf, who secured funding for a \$2 million feasibility study of the Techway in 2001, canceled the study due to overwhelming community opposition. In light of these study findings and controversies around this project, we consider it imprudent to approve another \$400,000 feasibility study for Techway. We are also disappointed that the proposal for feasibility study of Techway was submitted into the TIP without being discussed by Northern Virginia elected officials. We ask that TPB withdraw the proposed feasibility study in the TIP.

Based on the reasons presented above, Environmental Defense urges TPB to reconsider the inclusion of the proposed ICC, the 12-lane HOT lane I-495 project, and the Techway feasibility study in the TIP. To truly address the traffic congestion problem around the region, TPB should re-assess alternatives to the ICC and examine other I-495 HOT lane expansion options that can lessen, rather than worsen, the region's traffic congestion, improve the region's air quality, and expand the region's transportation choices.

Sincerely,

Michael Repogle
Transportation Director

ⁱ Pages IV-343 to 344 of the DEIS. (<http://iccstudy.org/DEIS/index.php>)

ⁱⁱ Environmental Defense, et al. (2005) The Intercounty Connector: Performance and Alternatives. (<http://www.environmentaldefense.org/article.cfm?contentid=4220>)

ⁱⁱⁱ Patrick DeCorla-Souza (2002) Evaluation of Toll Options Using Quick-Response Analysis Tools - A Case Study of the Capital Beltway. Paper prepared for presentation at the TRB Annual Meeting in January 2003.

^{iv} See Environmental Defense's comments on the proposed 2005 CLRP submitted to Metropolitan Washington Transportation Planning Board, April 6, 2005.



Coalition for Smarter Growth

Choices for our communities
Choices for our region

October 13, 2005

Chairman Phil Mendelson
Transportation Planning Board
777 N. Capitol Street, NW
3rd Floor
Washington, DC

Dear Chairman Mendelson and members of the TPB:

- 1) We urge you to remove the “Techway” study from the Constrained Long Range Plan and Transportation Improvement Program, and the Western Transportation Corridor from the CLRP.
 - VDOT’s Origin and Destination Study showed less than 2000 vehicles making the so-called “U-shaped commute.” Given the tens of thousands stuck in traffic traveling to other destinations, there is no demonstrated need for this project and further study is not required. (see attached document)
 - In addition, Montgomery County is opposed to a bridge crossing between the American Legion Bridge and Point of Rocks, having spent four decades protecting the Agricultural Reserve and Potomac shoreline.
 - The Chesapeake Bay Foundation and Environmental Defense study of the Western Bypass and Techway showed no traffic relief but significant shifts in development were these crossings to be built, undermining the COG/TPB and Reality Check goals. (see: http://www.cbf.org/site/DocServer/Nothern_Potomac_techway_report.pdf?docID=119)
 - Given that the “techway” project as defined by Virginia would stop at the Maryland line (the Virginia shoreline of the Potomac) and drop cars off into the river, it completely lacks the “independent utility” that would qualify it for an Environmental Impact Statement. Therefore, it also should not qualify for placement in the CLRP and the TIP.
 - The WTC should be dropped as well, given years of study showing no demonstrated need and the confirmation by the private market – Virginia’s PPTA solicitation generated not one single bid. This demonstrates no travel demand meriting this project.
- 2) We urge you to review the Tri-County Parkway and Battlefield Bypass studies which show no real traffic or travel benefit in return for a \$200 to over \$500 million expenditure. These projects along with the look-alike 234 Bypass (all segments of the outer beltway) should be cancelled and deleted from the plans.
- 3) The cost and need for the Intercounty Connector should be reviewed and the project should be reconsidered by the TPB. We urge its deletion from the CLRP and TIP.

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www.SmarterGrowth.net

- The TIP shows a construction cost of \$2.344 billion and just six years of borrowing costs at \$332 million. Additional debt service is likely to drive the price to \$3.4 billion or more.
 - Already, the Purple Line rail project has been unduly delayed and future transit and local road needs are likely to be cancelled or delayed. This was the experience in Virginia following extravagant borrowing for unneeded bypass highways like Route 288 around Richmond.
 - The latest ICC DEIS once again shows no relief of traffic on the Beltway, I-270 and I-95 and little to no benefit for local traffic; combined with very negative impacts on streams, wetlands, forests and communities.
 - Immediately after approval of the DEIS, Montgomery developers and chamber of commerce representatives started admitting what they denied during the study process (see Washington Post series): that the ICC would spark increased commercial and residential development in and near the corridor. This would come at the expense of DC and Prince George's County.
 - The ICC, Techway and WTC would magnify the "region divided" and fail to meet the goals of the TPB vision, federal civil rights requirements, and "access for all goals;" and increase VMT and air pollution.
- 4) We also urge you to insist on consideration of alternate approaches to the Virginia Beltway prior to its inclusion in the CLRP and TIP.
- A rail and transit-oriented development alternative should have been considered when the DEIS was specially opened for the private HOT proposal.
 - In addition, 10 lane and FAIR lane proposals should have been evaluated.

Despite admirable work by the TPB and MDPC through the development of Activity Centers, the Access for All Committee, model upgrades, and the Regional Mobility and Accessibility Study, these planning processes have continued to mean all too little as the process continues to be dominated by big highway projects without connection to land use and urban design changes aimed at reducing the growth in driving and infrastructure needs.

Combine this with the BRAC shift of 20 to 30,000 jobs away from transit to auto-dependent locations, and other moves, such as George Mason's proposal for another new campus far from transit and other infrastructure, and one wonders how long the region can afford this combination of poor location decisions and large, costly transportation projects. We also wonder how much longer the public can afford these patterns of development and highway expansion in the face of rising gasoline prices.

We once again urge our region's leaders to fundamentally change land use planning and only then to match the appropriate transportation projects to the land use. Please reject the projects enumerated above. Thank you.

Sincerely,

(via email)

Stewart Schwartz
Executive Director

August 23, 2005

Montgomery County Council
Rockville, Maryland

RE: COMMENTS OF THE ANACOSTIA WATERSHED SOCIETY TO THE
MONTGOMERY COUNTY MARYLAND PLANNING COMMISSION ON THE
JULY 28, 2005 DRAFT ICC MITIGATION PLAN

We are writing to urge the Montgomery County Planning Board to delay action on the proposed mitigation plan for the ICC until such time as it can correct the draft plan's serious legal and planning flaws. We believe that taking the time and effort now to develop a defensible plan will ultimately result in better, more defensible, and timelier decision-making.

The problems with the July 28 draft plan are as follows:

1. The draft plan is incomplete. It fails to identify the damages which it purports to mitigate. It fails in particular to address the issue of water quality impacts to wildlife and stream habitat in the Anacostia watershed from the proposed ICC. It fails to propose adequate mitigation within the watershed of impact. The first step in developing a mitigation plan is to identify and whenever possible quantify the projected injury to environmental functions and uses. The draft plan takes a step in this direction in connection with park uses and functions. Its discussion of water quality impacts, however, is entirely inadequate. What will be the impact of the highway, during and after construction, on fish and wildlife supported by the streams that the highway intercepts? What will be the impact on downstream water quality? How, if at all, will the proposed plan mitigate these impacts? Failure to address these questions in a forthright and professional manner is a fatal flaw in the draft plan. It represents a serious breach of the legal and technical standards governing mitigation planning.
2. The draft plan is inconsistent with regional commitments made by the County Executive and Council, as well as the State of Maryland and the United States Environmental Protection Agency, to advance the environmental restoration of the Anacostia River system. The plan was developed without consultation with neighboring jurisdictions, who will bear the brunt of highway impacts. Many of the adverse impacts of the ICC in Montgomery County will affect streams and people in Prince George's County and Washington, DC. None of the proposed mitigation measures will occur in these impacted areas, and only a small percentage of the mitigation measures are even relevant to these downstream impacts. The plan does not respect the concept of watershed management. In effect the plan repudiates the Anacostia watershed commitments that the county has previously signed onto. If allowed to go forward in its present state, the July

- 28 proposal will start to unravel the fabric of regional watershed cooperation that has been growing around the Anacostia River for the last twenty years. Apart from the obvious moral and political ramifications, the legal effect of repudiating or ignoring relevant watershed agreements the County has signed onto has never been tested in court. This is a legal wildcard. Prudent managers should think long and hard before subjecting state and County taxpayers to such a legal risk.
3. The Planning Board process has systematically avoided obtaining information and outlooks from those with the most technical and practical information about water quality impacts. This region is fortunate in having technically strong regional water quality institutions and many experts with detailed knowledge of the affected watersheds. The Planning Board has failed to consult with these experts in a meaningful way. This failure to seek out formal statements from available experts is prima facie evidence that the county and state have failed to conduct the interdisciplinary and inclusive analysis that the National Environmental Policy Act and other federal and state laws require. In particular, the Planning Board should solicit written comments from the water quality division in all three relevant jurisdictions. It should likewise seek written opinions from the Interstate Commission on the Potomac River Basin. The Board should make a formal referral of the proposed mitigation plan to the Anacostia Watershed Restoration Committee of the Council of Governments, with request for written responses, and with AWRC staff work financed, if necessary, by the county or the state.
 4. The Planning Board process has failed to make use of Montgomery County's most significant decision-making asset: namely the views and insights of the people of Montgomery County. The ICC has been debated hotly for many years. There has been ample time for the Planning Board and the M-NCPPC to foster an informed public debate about water quality impacts. Unfortunately, the available time has not been used effectively for this purpose. The release of the mitigation plan on the day of the public hearing is typical of the Planning Board's management of this vital debate. In effect, the Board has shut out informed debate on this aspect of the ICC among its constituents. No one who has followed the evolution of the ICC can fail to note the emotional and sometimes acrimonious character of the debate. Unfortunately, the Board has inadvertently fed into this syndrome by its failure to manage the process of discussion and debate in a way that honors its commitment to open planning and environmental enhancement.

The proposed plan and the process by which it was arrived at are unlikely to survive legal review by the courts. If implemented the plan will do irreparable damage to the natural environment and the quality of life in the region. The proposed plan does no honor to the County Executive and the Governor who have put so much effort into the underlying transportation issue. On the contrary it will prove to be a serious embarrassment. Confidence in community planning is at a low point already in Montgomery County. Unless the Board acts now to rethink and retool its approach, public confidence in the integrity of the planning process will be further eroded.

Hasty decision-making now will not advance the transportation plan. On the contrary, it will produce delays later in the process when they are likely to be much more costly and consequential.

We urge you to produce a mitigation plan that addresses all of the serious environmental impacts of the proposed highway and which meets applicable legal and professional standards; and to do so in an open and public way that makes good use of the professional and citizen resources which are so abundant in this region.

Respectfully submitted,

Robert E. Boone
President

James F. Connolly
Executive Director

Larry J. Silverman
Counsel

Cc: Congressman Christopher Van Hollen
Congressman Albert Wynn
Governor Robert Ehrlich
Lt. Governor Michael Steele
Neil Pederson, Administrator, State Highway Admin.
Montgomery County Executive Doug Duncan
Montgomery County Councilmembers
Prince George's County Executive Jack Johnson
Prince George's County Councilmembers
Donald Welsh, EPA Region III Administrator
Jon Capacasa, EPA Region III
Robert J. Davis, U.S. Army Corps of Engineers District Engineer
Neal Fitzpatrick, Audubon Naturalist Society
Nancy Stoner, Natural Resources Defense Council
Greg Smith
Stewart Schwartz, Coalition for Smarter Growth

October 15, 2005

Chairman Phil Mendelson
Transportation Planning Board
777 N. Capitol Street, NW, 3rd Floor
Washington, DC

Dear Chairman Mendelson and members of the TPB:

The following are the remarks of the Virginia Chapter of the Sierra Club, representing over 9,000 members within the Virginia portion of the COG region. We have serious objections to specific elements of the proposed Constrained Long Range Plan and Transportation Improvement Program (CLRP and TIP). Specifically:

- 1) We urge you to remove the "Techway" study from the CLRP and TIP. Credible studies have shown this road would serve only a small number of current commuters, yet it would become a magnet for additional unplanned growth. Such growth would fly in the face of the results of the "Reality Check" planning exercise.
- 2) The Western Transportation Corridor should be dropped from the CLRP given years of study showing no demonstrated need and the confirmation by the private market - Virginia's PPTA solicitation generated not one single bid. This developer's road is meant to connect to the above ill-advised Techway.
- 3) We urge you to review the Tri-County Parkway and Battlefield Bypass studies which show no real traffic or travel benefit in return for a \$200 to over \$500 million expenditure. These projects along with the look-alike 234 Bypass (all segments of the outer beltway) should be cancelled and deleted from the plans.
- 4) We also urge you to insist on consideration of alternate approaches to the Virginia Beltway prior to its inclusion in the CLRP and TIP. The private HOT lanes proposal which is being intensely studied is a significant departure from options in the original DEIS, and not a "variation" of HOV lanes. Therefore, a rail and transit-oriented development alternative should have been considered when the DEIS was specially opened. The study needs to look more closely at the broader, regional impacts of each option.

Despite admirable work by the TPB and MDPC through the development of Activity Centers, the Access for All Committee, model upgrades, and the Regional Mobility and Accessibility Study, these planning processes have continued to mean all too little as the process continues to be dominated by big highway projects without connection to land use and urban design changes aimed at reducing the growth in driving and infrastructure needs.

We once again urge our region's leaders to fundamentally change land use planning and only then to match the appropriate transportation projects to the land use. Please reject the projects enumerated above. Thank you.

Sincerely,

(via e-mail)

Roger Diedrich, Chair
Virginia Chapter, Sierra Club
3322 Prince William Dr
Fairfax, VA 22031
703-352-2410

October 15, 2005

Chairman Phil Mendelson
Transportation Planning Board
777 N. Capitol Street, NW
3rd Floor
Washington, DC

Dear Chairman Mendelson and members of the TPB:

We join, along with many other individuals and groups, to urge you to remove the "Techway" study from the Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP), and to remove the Western Transportation Corridor from the CLRP.

Several factors support our asking you to do this:

Audubon Naturalist Society has a long history of natural habitat protection efforts in this region. To that end we have supported Montgomery County's opposition to a bridge crossing between the American Legion Bridge and Point of Rocks. Protection of both the Montgomery County Agricultural Reserve and the Potomac River and its shoreline from development and road construction impacts is the ultimate goal.

The Chesapeake Bay Foundation and Environmental Defense study of the Western Bypass and Techway showed no traffic relief were these crossings to be built. However it did show that significant shifts in development would occur, not in keeping with Council of Governments Transportation Planning Board and Reality Check goals for the region.

Even the Virginia Department Of Transportation's Origin and Destination Study showed less than 2000 vehicles make the so-called "U-shaped commute " down Interstate 270/Rockville Pike in Maryland and up parallel Virginia roads that is cited as the need for these new roads. Given the volume of traffic on other roads in the Northern Virginia region needing congestion relief this seems an enormous waste of taxpayer dollars to serve a small number of people and opens to question the real goals of the Techway and the WTC.

Under the scenario laid out in this proposal the Techway project as defined by Virginia would stop at

the Maryland line (the Virginia shoreline of the Potomac). Does this then mean the cars would drop off into the river? It is difficult to understand how this could be defined as the "independent utility" that would qualify it for an Environmental Impact Statement. Therefore, the Techway should also not qualify for placement in the either the CLRP or the TIP.

In addition:

We urge you to review the Tri-County Parkway and Battlefield Bypass studies, which show no real traffic or travel benefit in return for the proposed \$200 to over \$500 million expenditure. These projects along with the 234 Bypass (all of which are really segments of the outer beltway) should be cancelled and deleted from the plans.

Given the shift of jobs because of Base Area Realignment Closings to areas without transit sites in Fairfax, the enormous amount of development in southern and western Fairfax, and George Mason proposing a new facility not situated near transit it seems obvious that the TWC and Techway road proposals will do little to address the on-going and new traffic congestion developing in Northern Virginia as Northern Virginians drive to work and recreate. We need road building and transit design to be developed with existing land use planning in mind, not in spite of it. We therefore urge you to not place any of these proposed roads on either the CLRP or the TIP.

Thank you.

Stella Koch
Virginia Conservation Associate
Audubon Naturalist Society
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ENVIRONMENTAL DEFENSE

finding the ways that work
1875 Connecticut Avenue NW
Washington, DC 20009

September 21, 2005

Chairman Chris Zimmerman
Chair, Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4290

Dear Chairman Zimmerman,

I am submitting the attached new report by Environmental Defense and the Breakthrough Technologies Institute to the TPB as a comment related to the proposed adoption of the 2005 Constrained Long Range Plan and FY 2006-2011 Transportation Improvement Program. The report, "Changing Lanes: Linking Bus Rapid Transit and High Occupancy Toll Networks in Northern Virginia," looks at the HOT lane proposals now being considered for the Capital Beltway and I-95/395 south of Washington.

This report suggests that HOT lanes not be viewed as a panacea, but as a tool that must be applied in the right manner to achieve broadly supported results. The HOT lane proposals might be adapted to increase the region's mobility and transportation options while expanding transit choices and managing adverse impacts. But for this to happen, TPB and VDOT need to do more to consider alternatives and potential impacts of these projects.

According to our new report, a BRT system operating on proposed HOT lanes in Northern Virginia could attract 23,000 new daily transit riders, with 80 percent of new transit commuters drawn from single occupant vehicles. The report offers concepts for serving this market, including concepts for passenger stations, vehicles, and system operations. The report also suggests ways that current proposal should be improved, such as providing guaranteed funding for new transit services and ensuring that land use planning is conducted in a way that supports this investment.

Environmental Defense remains concerned that area officials continue to neglect to consider alternatives when planning and approving billions of dollars in new transportation investments that will shape travel choices for area residents for decades to come, such as simply widening the Beltway to create new HOT lanes, rather than looking at Rush Hour Lanes, as advocated in our report and in recent studies by FHWA experts.

By failing to consider non-widening alternatives, or less intensive expansion of highways that are accompanied by better management of existing lanes, the region will end up with a system of managed lanes that likely will only induce further sprawl and air pollution, while simultaneously producing insufficient revenues to fund transit improvements in the affected corridors.

We hope that this report will provide additional insight and information that enables the TPB to begin considering non-widening alternatives that include more transit options and fewer new lanes. This will be especially critical in the coming months as the TPB and state DOTs consider adding additional proposed HOT lanes to the region's CLRP.

We thank you for your attention to this matter. The executive summary of our new report is attached, and a full copy of the report can be downloaded from www.environmentaldefense.org/go/dctrffic.

Sincerely,

A handwritten signature in black ink that reads "Michael Replogle". The signature is written in a cursive style with a long, sweeping tail on the "g".

Michael Replogle
Transportation Director
Environmental Defense

Changing Lanes

Linking Bus Rapid Transit and
High Occupancy Toll Networks
In Northern Virginia



A report by
Breakthrough Technologies Institute
Environmental Defense
with assistance from
Smart Mobility, Inc.



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ENVIRONMENTAL DEFENSE
finding the ways that work

September 21, 2005

Executive Summary

State and local officials in the metropolitan Washington, DC, region face crucial choices regarding proposed High Occupancy Toll (HOT) lanes on I-395/95, the Capital Beltway, and other major highways. If constructed, these projects might build on recent successful experiences with HOT lanes in California, Texas and Minnesota, and create the longest HOT lane network in the country. Decisions in coming months could establish a precedent for how other HOT lanes are built in the Washington region and around the nation.

HOT lanes are one of many promising, innovative, market-incentive strategies that could help better manage new and existing highway capacity. HOT lanes allow motorists access to specially managed high-speed lanes in return for paying tolls, which vary based on the demand for the lanes – higher when demand is greatest, lower when there is less competition for scarce high speed road space. Buses, vanpools and other high occupancy vehicles travel free or at a discount. There appears to be significant potential for a HOT lane/public transportation network to attract new public transportation riders.

HOT lanes could be good or bad depending on implementation. If implemented well, HOT lanes and other tolling strategies could provide a means to manage congestion, expand public transportation and travel choices, and help focus development to minimize traffic growth, air pollution, fuel use, and the need for new highways. If implemented poorly, HOT lanes could exacerbate sprawl development, boost dependence on costly foreign oil, and counter progress in addressing the region's continuing serious air quality problems.

Before approving new HOT lanes, area officials and agencies must do far more to consider and address these risks and opportunities through the transportation planning and project review process. Without such efforts, HOT lanes threaten to bring more traffic to our highways and more environmental degradation to our communities.

This report, authored by the Breakthrough Technologies Institute, Environmental Defense and Smart Mobility, Inc., examines many key issues imperative to review by officials, agencies, citizens and stakeholders as these proposals are considered under Virginia's Public Private Transportation Act and various other state and federal laws. It focuses particularly on how HOT lanes might provide new opportunities to improve public transportation in underserved or unserved travel markets, particularly by creating managed rights-of-way in congested highway corridors to connect major and emerging activity centers with Bus Rapid Transit (BRT) services. It also compares key attributes of two active proposals for developing HOT lanes in the I-95/395 corridor of northern Virginia.

Value-Added: Bus Rapid Transit

A BRT system could be a critical component of any HOT lane network. BRT encompasses a spectrum of high-quality, rubber-tired transit systems that improve on traditional bus services through various combinations of congestion-free lanes, real-time passenger information systems, high efficiency fare collection and boarding systems, and special attention to integrating vehicle,

station and system design. Together these enhancements can enable BRT to deliver performance comparable to rail systems at a fraction of the cost.

This study evaluates the potential to expand transit use in HOT lane corridors by introducing BRT and express bus services on proposed HOT lanes. For example, a travel model analysis of a BRT system operating on a Northern Virginia HOT lane network, with connections to nearby activity centers, suggests such a system might attract 8,000 new transit commuters daily and 23,000 new net transit trips per day in 2010, with 80 percent of these drawn from single occupant vehicles. Many of these trips would be generated in neighborhoods along I-95 south of the Beltway – most destined to major activity centers in Arlington, Tysons Corner, and the Dulles Airport area – with significant morning travel also going east from I-95 to Arlington. There is also a substantial reverse direction commuting market in Fairfax County, where much job growth has occurred in outer parts of the county.

Keys to Success at Winning Acceptance for HOT Lane Designs

Better, Enforceable Performance Standards - State and local leaders should not approve new HOT lanes without requiring a robust public transportation element as a condition of any new HOT lane projects, along with other enforceable commitments. These commitments should ensure a portion of HOT lane toll revenues are dedicated to funding public transportation and operation of HOT lane corridors to meet performance objectives that maximize traveler choices and minimize potential harmful effects. Such performance requirements should focus especially on increasing the non-automobile driver mode share in the corridor, ensuring timely reduction of air regional and local air pollution, and managing induced land use impacts related to increased corridor capacity. Such analysis should more fully consider options for pricing and better managing existing highway space as an alternative to building expensive new tolled lanes to reduce the cost and impacts of new road capacity. Indeed, the cost of new lanes could preclude or compromise important opportunities both to accommodate improved public transportation in proposed HOT lane corridors and to generate revenue to pay for improved transit and for mitigation of adverse impacts.

Consider Alternatives - Experience in other places shows adjustable electronically-collected tolls can be very effective at protecting the capacity and high speed of the limited access highway lanes to which they apply. On SR 91 in southern California, time-of-day tolls enable HOT lanes to serve twice as many vehicles per lane in the peak hour at three to four times the speed of the parallel free congested lanes.

Given the high costs of building new lanes, officials should consider how to apply toll management to boost the efficiency of at least a portion of the existing highway rights-of-way by converting it into BRT/HOT lanes. This would create added road capacity at a much lower cost and free up more toll revenue for improving transit options. The easiest way to add BRT/HOT lane capacity at low cost would be to adopt more Rush Hour Lanes (e.g., converting shoulder lanes to BRT/HOT lanes, as I-66 shoulder lanes now allow HOVs in peak periods). Officials should also re-examine the assumption that it is only new lanes that can be tolled and that there are no viable options to better manage existing general purpose lanes.

Managing Side Effects - Although additional HOT lanes may help pay for themselves, as now proposed in Northern Virginia they are likely to create congestion on local roads. A recent study of the Capital Beltway in Northern Virginia by a Federal Highway Administration expert shows that a 10-lane alternative, with tolls on six of the lanes, could generate three times more toll revenue than the current HOT lane plan, while boosting traffic only 2 percent over the current configuration. By contrast, the current proposal to widen the Beltway to 12 lanes with 4 new HOT lanes would boost traffic by 12 percent over the current configuration, putting 36,000 more vehicle trips per day on roads connecting to the Beltway. That means more HOT lanes, if designed poorly, may mean more traffic on connecting roads.

HOT lanes offer promise but should not be blindly embraced as a cure-all for traffic and transportation financing woes in the Washington region. Proposals for private investment in creating these lanes should be further explored, but subject to much more thorough consideration of alternatives and their impacts.

October 13, 2005

The Honorable Phil Mendelson, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, D.C.

Dear Chairman Mendelson:

The Northern Virginia Transportation Alliance endorses the major changes proposed for the 2005 Constrained Long Range Plan and the 2006-2011 Transportation Improvement Program.

Highway improvements the Alliance considers of special importance include:

- Construction of the Intercounty Connector from I-270 to I-95/US1 in Maryland.
- Construction of Phase VIII of the I-95/I-395 Interchange.
- Construction of the I-495 HOT Lanes system between the I-95/I-395 interchange and a point just south of VA 193 (Georgetown Pike).
- Upgrading segments of the Franconia-Springfield Parkway (VA 7900) to a limited access freeway.

The Alliance also is encouraged that documentation provided for this public comment period indicates that the Wiehle Ave. phase of Dulles Corridor Metrorail has secured or is confident of securing the \$1.8 billion required to move forward inasmuch as improved public transit in the Dulles Corridor is a longstanding Alliance priority.

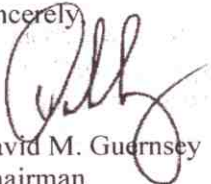
Construction of the Intercounty Connector is of particular importance given that transportation planners for decades have recognized its pivotal value to the region. The public also has long supported construction of this parkway that will link the region's second and third most populous jurisdictions, mean tens of thousands of daily trips will no longer be required to use the Capital Beltway and improve the region's emergency response and security capabilities.

The sooner the Intercounty Connector and these other facilities are complete, the sooner area travelers will have a more functional and usable regional network.

It also has come to the Alliance's attention that those routinely opposed to most transportation improvements are requesting that TIP funds targeted for environmental assessment studies of a future Potomac River crossing(s) be eliminated.

The Alliance urges the TPB to keep these funds in the region's plan given that such crossings have been endorsed by regional planners for decades, appear on the Northern Virginia 2020 Transportation Plan map and command support of 70% of Northern Virginia residents.

Sincerely,


David M. Guernsey
Chairman

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From: Bob Morris [capitalbob@earthlink.net]
Sent: Thursday, October 13, 2005 10:04 AM
To: cogdtp; Sharon Ambrose; Jim Graham; Ellen.McCarthy@dc.gov; Dan Tangerlini;
Michelle.Pourcieau@dc.gov
Subject: Oppose Bankrupt Paving Proposals at MWCOG

To My Representatives on the MWCOG Transportation Board, Three proposals before you follow the failed practice of trying to pave our way out of traffic congestion. The so called "Techway Bridge Study", the ICC, and the VDOT Beltway widening projects are all going to only further our regional traffic congestion and air pollution, while doing nothing for economic development.

We need to put our money into rail projects which will reduce our dependence on cars. This is the only proven way to reduce traffic congestion and air pollution while spurring economic development. Please oppose these three outdated car centered proposals and put our money into becoming the most rail centered region in the nation. That is the way of the future and we want to be the first to get there.

Please note also that VDOT has failed to allow proper public comment on both the Techway Bridge Study and the Beltway widening. This isn't surprising, since the public has rejected the Techway proposal two times in the past. Don't join in this shameful end run around the public, especially since it will just lead to more traffic jams rather than to real solutions.

Thanks, Bob Morris
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