

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

Item #5

MEMORANDUM

March 18, 2009

TO: Transportation Planning Board

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

RE: Additional Letters Sent/Received

The attached additional letters sent/received will be reviewed along with other letters sent/received under item #5 of the March 18th TPB agenda.

A total of 20 letters, 108 emails or online comments and 326 postcards were received regarding the TPB's February action to remove the I-66 Spot Improvements project from the air quality conformity analysis of the 2009 CLRP and FY 2010-2015 TIP. Of these, 439 were in favor of reversing the action and including the I-66 project in the conformity analysis while 15 were opposed to the project and reversing the action. It should be noted that some comments received online or via email were from persons that had also sent in a postcard or letter.

The Washington Post

Spot On

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Planners should vote to widen Interstate 66.

Wednesday, March 18, 2009; A12

TRAFFIC SNARLS in Northern Virginia are so daunting that it sometimes seems that nothing less than transformational, earth-shifting projects can ease congestion. Yet, for every rail line to Dulles International Airport, there are small-scale fixes that can make life a little better for commuters. Such is the case with a long-stalled project to widen spots of Interstate 66, the perpetually clogged artery that runs through much of Northern Virginia, including Arlington and Fairfax counties. Adding lanes to three noncontiguous segments of the highway inside the Beltway won't turn I-66 into a speedway but could shave crucial minutes off drive times, not to mention generating construction jobs at a crucial time. Regional planners voted recently to delay the plan. They should reverse that decision when they meet today.

Transit advocates and Arlington residents have long opposed any expansion of I-66, a step they consider an affront to smart growth and an enabler of sprawl. When Arlington leaders reluctantly agreed to allow the highway in the 1970s, they extracted a number of concessions, including a pledge to limit the number of lanes. Many Arlington residents see that promise as sacred, but, as Post columnist Marc Fisher [reported](#), then-U.S. Transportation Secretary William Coleman wrote in 1977 that "we cannot guarantee that I-66 will never change." At the time, few could have imagined that road congestion in Northern Virginia would worsen so severely so soon.

Yet, despite excruciating traffic, the project continues to be bogged down in unwieldy bureaucracy and endless studies. The Metropolitan Washington Council of Governments' Transportation Planning Board approved the project in May 2007, then surprisingly voted to postpone construction last month. The first phase, a 1.5-mile widening of I-66 between Fairfax Drive and Sycamore Street, was set to start next year. Planners say they were unclear about the status of a promised Virginia Department of Transportation study on transportation options in the I-66 corridor. Pierce R. Homer, Virginia's transportation secretary, has said a study is underway and will be completed later in the year.

There is too much momentum behind the expansion of I-66 and too little downside to let the project languish. Rep. Frank R. Wolf (R) and former representative Tom Davis (R) secured about \$30 million in federal earmarks for the widening; the money can't be transferred to other projects. Adding lanes to the highway won't require tearing down homes, as the expansion would take place within the current highway footprint. Shoulders would be narrowed at points, but transit officials say there would still be enough room for vehicles to pull over. The sooner construction starts, the more likely the project is to benefit from federal stimulus money. There should be no further delay.

Post a Comment

[View all comments](#) that have been posted about this article.



GREATER WASHINGTON
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Growing Business. Building Community.

March 17, 2009

Honorable Charles Jenkins
Chair
National Capital Region Transportation
Planning Board
777 North Capitol St., NE, Suite 300
Washington, DC 20002-4290

Dear Chair Jenkins:

As added capacity to I-66 inside the Beltway is one of our transportation priorities, we were dismayed to learn that this important project had been removed from the Transportation Improvement Plan at your February 18th meeting.

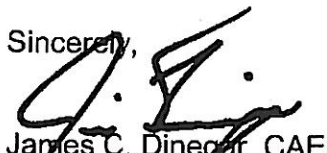
I-66 serves as a fundamental regional link between the District of Columbia and the Virginia suburbs. It is a key component to the accessibility and economic vitality of the Greater Washington region. Businesses and their employees coming from Fairfax and points around and outside the Beltway need this access as do "reverse commuters" from the District of Columbia to points west.

Unfortunately, I-66 inside the Beltway is severely congested during both the work week and on weekends. It lacks the capacity necessary to accommodate existing users. This results in spill-over traffic through Arlington neighborhoods, wasted time, wasted fuel, needless air pollution, and compromised safety.

This lack of capacity also severely limits our region's ability to provide for future HOT lanes and for the rapid evacuation and / or assistance to the District of Columbia in the event of a future natural or man-made disaster.

We urge the Transportation Planning Board to reinstate this important project.

Sincerely,



James C. Dinegar, CAE
President & CEO

Ron Kirby

From: Tanya Jackson
Sent: Monday, March 16, 2009 9:32 AM
To: Ron Kirby
Subject: FW: E-mail from mwcog.com web site

-----Original Message-----

From: infocntr@mwcog.org [mailto:infocntr@mwcog.org]
Sent: Sunday, March 15, 2009 4:40 PM
To: Information Center
Subject: E-mail from mwcog.com web site

Name: Tom Viles
Title:
Company:
Address: 3447 14th Street North
City: Arlington
State: Virginia
Zip Code: 22201
Telephone: 703 243 1414
Fax:
Email: tcviles@aol.com
Comments:
Dear TPB:

Please stand firm on your rejection of the I-66 "spot improvements" highway-widening program inside the beltway. It is such a poorly thought-out bit of pork that anyone proposing to squander a much-needed 30 million dollars on it should be ashamed of themselves. And to be in such an unseemly hurry to spend this money borders on wanton recklessness. If the TPB does reverse itself on this issue, that will surely be remembered as one of the great wasteful follies of this sorry period of scarcity.

And I recommend that you don't trouble yourselves too much with Rep. Wolf's overheated rhetoric. I think he'll feel better if he just lies down in a darkened room for a little while. Sure, his overwrought invocation of "Moms and Dad [sic] are sitting in traffic and need your help" sounds pretty desperate. I think you'll agree that one would say just about anything, in order to be able to justify tearing up the landscape, inflicting a construction site on two adjacent Arlington public schools, and degrading of the quality of life of thousands of working people. The same can be said for Wolf's crocodile tears over your use of weighted votes--I never heard him object to this common democratic procedure before--when, that is, he got his way in a vote. Anyway, does he not believe in proportional representation?

It would be cruel to dwell too long on Wolf's abuse of words like "incredulous," so I will pass over the obvious stuff. But I do hope you will pause long enough to ask precisely what he has in mind when he refers to the "quiet payment technology that is available today." If there have been "quiet payments," or if he is proposing to make some "quiet payments," I think the voters should be told about it!

Similarly, his straining references to mass evacuation, clogging, choking, and flushing might appeal to some private concerns, but they seem to have little to do with widening I-66. Two points are sufficient: First, we are talking about shaving 9 minutes, tops, off the commuting times of drivers who live in the furthest reaches of Fairfax County. How on earth can that justify the consequences that will have to be borne by all if this quixotic money-bonfire is allowed to proceed? Second, the bugaboo about mass evacuations being facilitated by "spot improvements" is sheer science fiction. Until you widen the bridges, it will make no difference at all.

In short, please don't let yourselves get bullied by Rep. Wolf. If he is so inconsolably keen on digging up someone's backyard, I suppose you could always offer to send a bulldozer over to his stately home.

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The Boeing Company

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Chairman, President & CEO
SunTrust Bank Greater Washington



Washington Airports Task Force

www.washingtonairports.com

March 12, 2009

The Honorable Charles Jenkins, Chairman
National Capital Region
Transportation Planning Board
777 North Capitol Street, N.E.
Suite 300
Washington, DC 20002-4290

Dear Chairman Jenkins:

The Washington Airports Task Force strongly urges the region's Transportation Planning Board to restore the three spot improvements on I-66 that were removed from the region's plans on February 18th. The removal was so obviously harmful to many citizens in this region that I have to believe it was a mistake which will be speedily rectified when you meet again on March 18th.

The Washington Airports Task Force supports the completion of these I-66 improvements as a matter of urgency. This section of I-66 provides the principal access for the District of Columbia and Arlington County to Washington Dulles International Airport. Many employers in these localities serve world markets and require easy access to the region's international gateway at Washington Dulles. This section of I-66 currently is congested throughout most of the day and is at a virtual standstill during the rush hour. As a result, a significant volume of air travelers are seriously delayed.

Simply put, the region's localities will not reach their full economic potential if their citizens and employers cannot easily reach their international gateway. Worse, if highway delays cause international travelers to opt for a one-stop flight from National Airport to another international gateway such as Philadelphia, Atlanta or New York, the region's ability to build its own international gateway at Washington Dulles will suffer (as well as the tax revenue generated for localities on both sides of the Potomac River), while helping rival cities develop theirs.

The Honorable Charles Jenkins
March 12, 2009
Page 2

Improving traffic flow on I-66 is not only important to our region's air travelers, but also to many of our region's commuters.

The Dulles Corridor was a miniscule part of our region's economy 25 years ago. Today, it's approximately 25% of the entire metro region's economy. Sustaining traffic congestion on the segment of I-66 in question – which the TPB's February 18th motion essentially voted to do – simply makes it more difficult for citizens living within the inner core to access jobs in the Dulles Corridor.

The Washington Airports Task Force respectfully urges the members of the Transportation Planning Board to reconsider and reinstate these I-66 improvements in the regional plan. As a region, we cannot afford to lose the federal transportation dollars already pledged to Phase 1 of this project, nor can we afford to lose the opportunity to gain funds that may become available directly or indirectly through the federal stimulus to complete the other two phases of this project.

Sincerely,


Leo Schefer

March 11, 2009

The Honorable Charles Jenkins, Chairman
National Capital Region
Transportation Planning Board
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4290

RE: I-66 Improvements

Dear Chairman Jenkins:

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY2010-2015 Transportation Improvement Program for air quality conformity testing.

Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief to one of the region's worst chokepoints.

The TPB's February 18th decision to remove these projects was a major setback for responsible regional planning. It should be reversed at the TPB's March 18th meeting.

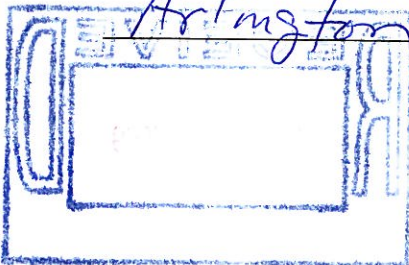
Sincerely,



Name: Geoffrey A. Oliver

Address: 4706 N 36th St

Arlington VA 22207



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National Capital Region
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777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4290

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Sincerely,



Name: Phillip M. Teter

Address: 395 Mundy Court
Broadway Va 22815



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777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4290

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Sincerely,



Name: Sharon M. Oliver

Address: 4706 N. 36th St.

Arlington, VA 22207



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777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4290

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Sincerely,



Name: Lauren Oliver

Address: 4706 N. 36th St.

Aslington, VA 2207



March 11, 2009

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National Capital Region
Transportation Planning Board
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4290

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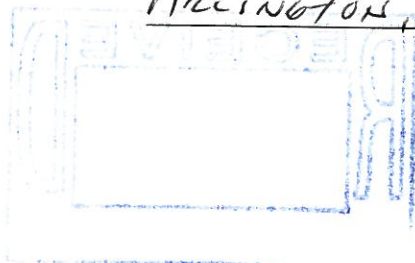
Sincerely,

Helene C. Danil

Name: Helene C. Danil

Address: 3417 N. ALBEMARLE ST

ARLINGTON, VA 22207



March 11, 2009

The Honorable Charles Jenkins, Chairman
National Capital Region
Transportation Planning Board
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4290

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Sincerely,

Name: *M. P. Griffin* - Martin P. Griffin

Address: *1110 N. Glebe Road, Suite 590*
Arlington, VA 22201

March 11, 2009

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National Capital Region
Transportation Planning Board
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4290

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Sincerely,



Name: PHILIP E. NEANY JR

Address: 3417 N. ALBEMARLE ST.
ARLINGTON, VA 22207



March 11, 2009

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National Capital Region
Transportation Planning Board
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4290

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Sincerely,

Name: Susan D. Baum

Address: 1110 N. Glebe Rd, Ste 590

Arlington, VA





Marriott International, Inc.

Marriott Drive
Washington, D.C. 20058

March 6, 2009

John W. Marriott III
Vice Chairman of the Board
301/263-1203
301/263-1054 Fax

The Honorable Charles Jenkins, Chairman
National Capital Region
Transportation Planning Board
777 North Capitol Street, N.E. Suite 300
Washington, DC 20002-4290

Dear Sir:

I am writing to express my concern over the recent Metropolitan Washington Council of Governments Transportation Planning Board's decision to remove three improvements to I-66 between the Potomac River and the Dulles Access Road from the region's transportation plan. This section of road is a major artery for the Washington, DC area and I strongly urge the Council to add the improvements back to the plan as soon as possible. The inner section of I-66 provides access to Washington Dulles for a substantial number of the region's air travelers, and serves as an important commuter route for everyone in the area. Due to the high use of this area, the improvements to I-66 have a high cost to benefit ratio for the region. Improvements to I-66 between the Potomac River and the Dulles Access Road must be restored to the region's transportation plan in order to preserve this key route connecting residents of the District of Columbia and Arlington to Dulles Airport.

Sincerely,



John W. Marriott III
Vice Chairman of the Board, Marriott International

The following is a sample of the additional 288 postcards that were received since the March 12 mail-out. The full set of postcards have been scanned and are available for review online and several copies will be made available for review at the meeting on March 18th.



The Honorable Charles Jenkins, Chairman
National Capital Region
Transportation Planning Board
777 North Capitol Street, N.E. Suite 300
Washington, D.C. 20002-4290

Restore I-66 Improvements Now!

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief to one of the region's worst chokepoints.

The TPB's February 18th decision to remove these projects was a major setback for responsible regional planning. It should be reversed at the TPB's March 18th meeting.

Name: TIMOTHY A. LISCKO
Address: 11514 HEMINGWAY DR
RESTON, VA 20194

PUBLIC COMMENTS RECEIVED

The following comments were received by email (TPBPublicComment@mwkog.org) or from the TPB's Public Comment form online (<http://www.mwkog.org/tpbpubliccomment/>).

From: Lisa Byington
Subject: Spot-Widening on I-66
Date: 3/12/2009

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

March 12, 2009

Dear Mr. Jenkins:

I was very heartened to see that the Transportation Planning Board (TPB) had voted to strike the I-66 spot-widening projects from the region's transportation plans. That took courage, and was a common-sense response and a responsible use of community resources in the middle of an economic crisis. I urge the board not to fold under political pressure and to continue to push for viable alternatives to any widening of I-66.

I, like many other Arlingtonians, frequently avoid traveling on I-66 because of the heavy traffic. However, I oppose the spot-widening projects for several reasons:

- o Any spot-widening won't significantly relieve traffic congestion, it will just move the congestion to different choke-points (a point conceded by VDOT representatives at recent meetings), including a huge chokepoint (the Rosslyn tunnel) that cannot be widened;
- o If I am wrong and there is a slight decrease in traffic on I-66, more people will feel emboldened to use I-66, causing congestion to return multiple times over;
- o Widening will increase the noise to the many houses that are alongside I-66 (there are many neighborhoods where no sound barriers were ever installed);
- o Widening will increase the congestion at the I-66 access points (Fairfax Drive and Glebe Road in Ballston, Lee Highway off of Spout Run, and Washington Blvd. at East Falls Church are consistently backed up, and encouraging more people to drive I-66 will just increase the congestion at these I-66 access points);
- o Finally, spot-widening will waste 30 million precious taxpayer dollars.

Because our population continues to grow by leaps and bounds, we must begin thinking about how to move people, not cars, more efficiently. All of the DC area highways are regularly widened – I-395/95, I-270, I-50 in Maryland, I-66 outside the Beltway – and any relief that the widening provides is short-lived. If the car commute becomes more bearable after a widening,

more people move further away from public transit, more people rely on their cars, and more people flood the newly widened roads. In a short time, the road is congested and more people clamor for more widening. It's a never-ending cycle.

Instead, if we have free and ready access to 30 million federal dollars to alleviate congestion in the DC area, more should be done to facilitate the use of public transit. More capacity could be added to Metro's Orange line (and the new Silver line to Dulles) if the bottleneck under the Potomac River were relieved. In addition, more people could be transported along I-66 inside the Beltway if we implemented rapid bus transit.

If TPB and VDOT decide to proceed with any widening of I-66, then a condition of such widening MUST include effective sound barriers along every inch of I-66. I regularly ride my bike to work along the Custis Trail, so I regularly see the houses that are forced to abut this busy highway. A retaining wall to hold back dirt does not hold back noise when the neighboring houses sit atop the retaining wall. I-66 has already caused a decline to many Arlington neighborhoods (encouraging renters over owner-occupied house), let's not make it any worse for a pipe-dream of congestion relief that will last but a few short months. Furthermore, nothing that occurs on I-66 should be allowed to negatively impact the Custis Trail. I, and my fellow bike commuters, are "one less car" adding to I-66's congestion.

I urge the TPB not to waste another dollar on expensive, ineffective, short-lived pseudo solutions like the I-66 spot widening. Ask Congress to reallocate the spot-widening earmark funds and force VDOT to present other, more effective options.

Thank you for your time and consideration.

Sincerely,

Lisa Byington
906 N. Edison St.
Arlington, VA 22205

From: Brian Rasmussen
Subject: Restore I-66 Improvements Inside Beltway
Date: 3/12/2009

As you know, the stretch of I-66 inside the Beltway is one of the most congested areas in our region and Stimulus funds are available for spot improvements there. This must be included. thanks for your consideration.

Sincerely,
Brian Rasmussen
4734 Holly Ave
Fairfax 22030

From: Barry Mark
Subject: I66 Improvements
Date: 3/12/2009

I-66 is one of the region's most congested transportation corridors. Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Time is money. The longer we wait the more solutions cost us all.

Barry Mark
8808 Stewart St.
Burke, VA 22015

From: Todd Meredith
Subject: Restore funding to I66
Date: 3/12/2009

Dear Planning Board members,

Please, on behalf of my business, employees, family and myself, all of whom drive daily on I66, vote to restore improvements on March 18th.

To my knowledge the I-66 improvements have been --

- Designed to address the corridor's worst westbound bottleneck.
- Shown to improve travel speeds and safety in the I-66 corridor.
- Approved by the Commonwealth Transportation Board.
- Approved by the Northern Virginia Transportation Authority.
- Approved previously by the Transportation Planning Board (TPB).

I've been told that more than \$20 million in federal funding could be lost if the TPB does not reverse its earlier made decision.

Thank you

Todd Meredith
Morgan, Meredith Companies
Direct Mail Marketing Group
2875 Towerview Road, Suite 1000
Herndon, VA 20171

From: Anne Tower
Subject: restore fixes to I66
Date: 3/12/2009

I cannot imagine that the TPBP would take any money away from fixing I66 inside the beltway. The congestion is already terrible and I66 will be practicably unusable by 2015. Let's get transportation right – start now to fix major computer roads.

Thanks!

Anne Tower

From: Steve Aylor
Subject: I-66 Improvements
Date: 3/12/2009

Dear Board Members,

As one of the region's most congested transportation corridors, I requesting the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program.

I appreciate your consideration.

Sincerely,

Steve Aylor
2959 Franklin Oaks Drive
Herndon, Virginia 20171

From: Bill Wren
Subject: I66 Inside The Beltway Spot Improvements
Date: 3/12/2009

TPB,

Restore this fully approved project to the 2009 CLRP and 2010 – 2015 TIP.

Bill Wren

From: Elizabeth Bouchard
Subject: Fit it now
Date: 3/12/2009

I-66 is one of the region's most congested transportation corridors.

Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Time is money. The longer we wait the more solutions cost us all.

Elizabeth Bouchard
1207 N. Harrison Street, Arlington VA 22205

From: Karen R. Hammond
Subject: Restore I=66 Improvements
Date: 3/12/2009

Please reverse your earlier decision to remove I-66 improvements in the long range planning.

Karen R. Hammond, ChFC

The Hammond Agency, Inc
2841 Hartland Rd. Ste 406
Falls Church, VA 22043

From: Dave Cordingley
Subject: Rt 66 Spot Improvements
Date: 3/12/2009

I encourage the Transportation Planning Board to reconsider and reinstate the spot improvements to RT 66 inside the Capital Beltway.

I support the reinstatement as a private individual but, as a member of the Dulles Regional Chamber of Commerce, will also encourage that organization to put its' support behind reinstatement.

Dave Cordingley
Hunter Mill District
2638 Paddock Gate Ct
Herndon, VA. 20171

From: Jim Williams
Subject: Restore I-66 spot improvments
Date: 3/12/2009

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

The longer we wait the more solutions cost us all.

From: Philip E. Meany Jr.
Subject: Please widen I-66
Date: 3/12/2009

I live in Arlington, have my office in Ballston and see the congestion on I-66 from my office window.
The east bound I-66 traffic backs up off the Fairfax Drive ramp into Ballston many mornings, this work is necessary.
Please get the traffic moving with this project.

Philip E. Meany Jr.
Meany & Oliver Companies Inc.
Suite 590
1110 North Glebe Road
Arlington, Virginia 22201

From: Joseph McClellan
Subject: I-66 Improvements
Date: 3/12/2009

Ladies and Gentlemen

I-66 is one of the region's most congested transportation corridors. We who drive this corridor do not need to wait for additional study to know that these improvements are warranted. Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Time is money. The longer we wait the more solutions cost us all.

Joseph McClellan
9217 Rainbow Falls Drive
Bristow, VA. 20136

From: Lawrence A. McDermott
Subject: I-66
Date: 3/12/2009

Please vote to restore funding for planned improvements inside the beltway on I-66. The work is needed badly and way overdue!!

Lawrence A. McDermott
Senior Associate
Dewberry
8401 Arlington Blvd
Fairfax, VA 22031

From: Joseph M. Jacobs
Subject: Support the improvements to I-66
Date: 3/12/2009

We need to keep the westbound improvements to I-66 on schedule. I live inside the beltway and can tell you that there is no more such a thing as rush hour back ups on I-66 inside the beltway. the back ups can and do occur on weekends and at nights after 8:00 and they will only get worse if you don't do anything now.

Joseph M. Jacobs
Vice President
Elm Street Development
1355 Beverly Road, Suite 240
McLean, VA 22101

From: Bill Yauss
Subject: I-66 Westbound Spot Improvements
Date: 3/12/2009

Please restore the reference project to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program. Phase 1 is completely funded and could begin later this year. As well, if you do not act in favor of this project, approximately \$20,000,000 in federal funding for the project will be lost.

This project has been approved in the past, designed already and phase 1 is funded and construction could start this year. Give the taxpayer who sit in traffic too often this project. It is very necessary to all of our futures.

Thank you,

Bill Yauss
9908 Minuet Court
Vienna, Va. 22181

From: Douglas B. Megill
Subject: I support the expansion and improvements on I66
Date: 3/12/2009

Please reinstate the funds for I66 improvements!

Warm Regards,
Douglas B. Megill
President and CEO
McLean Insurance Agency, Inc.

From: Lauren Princi
Subject: I-66
Date: 3/12/2009

To Whom It May Concern:

I-66 is one of the region's most congested transportation corridors.

Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Time is money. The longer we wait the more solutions cost us all.

Lauren Princi
6507 Rock Crystal Dr.
Clifton VA 20124

From: Andrew O. Eshelman
Subject: I-66 Improvements
Date: 3/12/2009

Please immediately restore the Spot Improvements to I-66 . This is a vital and congested transportation corridor which needs all relief possible, which can be provided by physical improvements. Please do not put this problem off any longer.

Andrew O. Eshelman
Principal
MGP Real Estate, LLC
6901 Rockledge Drive, Suite 230
Bethesda, Maryland 20817

From: Michael S. Bronzini
Subject: I-66 Improvements Inside the Beltway
Date: 3/12/2009

I unequivocally support this project. The TPB needs to reverse its February vote NOW!

Michael S. Bronzini, Ph.D., P.E.
Dewberry Chair Professor and Department Chair Dept. of Civil, Environmental & Infrastructure
Engineering Volgenau School of Information Technology and Engineering George Mason
University MSN-6C1 Fairfax, VA 22030

From: William B. Rucker
Subject: Restore the Inside-the-Beltway Westbound I-66 Improvements
Date: 3/12/2009

Please restore the I-66 improvements to the plan on March 18. Thank you.

William B. Rucker
Senior Vice President
West*Group Management LLC
1600 Anderson Road
McLean, VA 22102

From: Charles Bassing
Subject: I66 Road Improvements
Date: 3/12/2009

Gentlemen:

I support all construction projects related to the widening of I-66 in Arlington, inside the Beltway. These improvements are beyond being urgent in priority. Please vote to move these forward ASAP.

Respectfully submitted

Charles Bassing
McLean, VA

From: Jon Peterson
Subject: i-66
Date: 3/12/2009

Make it happen. Do what is best for the silent majority.

From: Stephen W. Daves
Subject: Restore Spot Improvements to I-66 inside the Beltway
Date: 3/12/2009

I-66 is one of the region's most congested transportation corridors. Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief. I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing. Time is money. The longer we wait the more solutions cost us all.

Kind regards,

Stephen W. Daves
R. W. Murray Co.
A Tradition of Quality
10440 Balls Ford Road
Suite 100
Manassas, VA 20109

From: Peter Princi
Subject: I-66nWestbound improvements
Date: 3/12/2009

I-66 is one of the region's most congested transportation corridors.

Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Time is money. The longer we wait the more solutions cost us all.

Name: Peter Princi
6507 Rock Crystal Drive
Clifton, Va.

From: Frank & Theresa Lenski
Subject: I-66 Spot improvements
Date: 3/12/2009

I-66 is one of the region's most congested transportation corridors.

Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Time is money. The longer we wait the more solutions cost us all.

Regards,

Frank & Theresa Lenski
4710 Walney Knoll Ct
Chantilly, VA 20151

From: Jeffrey Saxe
Subject: I-66 spot improvements
Date: 3/12/2009

I support building the spot improvements westbound on I-66 inside the Beltway. Thank you.

Jeffrey Saxe
JS And Associates

From: David G. Langol
Subject: restore spot improvements for the I-66 corridor
Date: 3/12/2009

Sincerely

David G. Langol
4218 Vernoy Hills Court
Fairfax, VA 22033

From: Michael A Haller
Subject: I 66
Date: 3/12/2009

What logical reason would there be for not doing this project...anyone who has seen or experienced the early (post HOV) backups or the 4:00-7:00PM inbound issues needs to sit there and then vote against it!!!!

Michael A Haller
Senior Vice President/National Business Development
Concord Eastridge, Inc.
901 N. Glebe Road, # 350
Arlington, VA 22203

From: Bob Murphy
Subject: If...
Date: 3/12/2009

If any of you people made this drive every day, you would understand how absolutely critical this is...and how absolutely uninformed/unaware/un-intouch this vote against westbound I-66 spot improvements from the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program was.

Fairfax County has well over 1M people and we access the main metropolitan center via a 2-lane highway....ridiculous, bordering on governmental/leadership negligence.....
Bob Murphy
MRP Realty

From: Andy Lauer
Subject:
Date: 3/12/2009

I-66 is one of the region's most congested transportation corridors.

Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Time is money. The longer we wait the more solutions cost us all.

Andy Lauer
13247 Middleton Farm Lane
Herndon Va 20171

From: Karie Womack
Subject: Westbound I - 66 Spot Improvements
Date: 3/12/2009

I-66 is one of only a few critical transportation arteries in metro DC.

Traffic is being choked by the current lane configuration. This makes it beyond inconvenient, but wasteful to the environment and challenging for emergency response conditions.

The current availability of funds, combined with the critical need, make proceeding immediately imperative.

Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Time is money. The longer we wait the more solutions cost us all.

From: Jeff Parana
Subject: TPB Funding for I-66
Date: 3/12/2009

Please restore funding for I-66 westbound improvements. Millions of dollars are sent overseas in the form of oil \$ just because our road infrastructure is inadequate. Having people sit in traffic is counterproductive to American live and livelihood. As citizens, we rely on the TPB to make smart decision. Please focus available funds to areas such as I-66 that waste Americans \$.

TX

From: Michael Carrera
Subject: I-66
Date: 3/12/2009

The I-66 improvements have been --

Designed to address the corridor's worst westbound bottleneck.
Shown to improve travel speeds and safety in the I-66 corridor.
Approved by the Commonwealth Transportation Board.
Approved by the Northern Virginia Transportation Authority.
Approved previously by the Transportation Planning Board (TPB).
Phase 1 improvements to ease the corridor's worst bottleneck (Fairfax Drive to Sycamore Street) are fully funded and can go to construction later this year. More than \$20 million in federal funding could be lost if you do not reverse the decision.

Please reverse your decision

From: Chris Walker
Subject: Inner I-66
Date: 3/13/2009

Please modernize I-66. It is the most overloaded and poorly managed highway segment in the US

Best approach is to continue the undergrounding of the Orange line all the way to Vienna and free up this right of way to build 4 congestion managed lanes for that 9 miles. This will enable travel from Dulles Airport to Reagan to be 1/2 hour guaranteed.

With time of day tolls, the project could be largely financed by the private sector. I-66 is a terrible highway designed by social engineers instead of highway engineers using latest available technology.

It is a relic that needs to be discarded in favor of expansion, open road tolling by time of day for the new 4 inner lanes (see above).

That configuration would allow the 5A and other buses to reduce their travel time from Dulles to the Pentagon and L'Enfant Plaza by at least 15 minutes, thereby enhancing public transit, which should move along at 50 mph, not 30 mph like this silly Silver Line proposal for Metro to Dulles which will have 15 stops between Dulles and Downtown and cause detours for half of the existing Blue Line service to Reagan.

The current dysfunctional configuration is the result of overzealous anti-highway advocates that harassed then secretary of transportation Coleman into the current underdesign of I-66, which features a 5 lane merge into two lanes in Arlington with concomitant backup on weekends and weekdays even counter to the peak hour. Send the social engineers back to the redwood country in California and bring back the highway engineers. Tell Arlington to either take a hike or close off the Arlington ramps to and from I-66; without all the Arlington traffic, there would not be backups on I-66 today (witness the ramp meters now that are necessary). Modern highways work better both for cars, trucks, vans, carpools and buses with a congestion managed design. Time to build a 21st century highway, folks, or lets put all you public representatives out to pasture.

Chris Walker-- Dulles Corridor Users Group

From: Sean Magrath
Subject: I-66 Spot Improvements
Date: 3/13/2009

I-66 is one of the region's most congested transportation corridors.

Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Time is money. The longer we wait the more solutions cost us all.

Regards,

Sean Magrath
COX Business
3080 Centreville Rd
Herndon, VA 20171

From: Drew Lewis
Subject: I-66 westbound Spot Improvements
Date: 3/13/2009

I-66 is one of the region's most congested transportation corridors.

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Time is money. The longer we wait the more solutions cost us all.

Andrew Lewis
11610 Fairfax Meadows Circle, Apt. 18304
Fairfax, VA 22030

From: R. Kevin Blankenship
Subject: Restore I-66 Improvements
Date: 3/13/2009

I-66 is one of the region's most congested transportation corridors.

Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

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Best Regards,

R. Kevin Blankenship, AIA
Principal
Director of Projects
KlingStubbins
2000 L. Street, NW, Suite 215
Washington, D.C. 20036

From: Keith W. Summers
Subject: I-66 Spot Improvements
Date: 3/13/2009

Dear Transportation Planning Board:

I-66 is one of the region's most congested transportation corridors.

Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Time is money. The longer we wait the more solutions cost us all.

Sincerely,

Keith W. Summers, CCIM | Regional Manager
2750 Prosperity Ave | Suite 230 | Fairfax, VA, 22031

From: Bruce Hayes
Subject: I-66
Date: 3/13/2009

I-66 is one of the region's most congested transportation corridors.

Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Time is money. The longer we wait the more solutions cost us all.

Bruce Hayes
McLean, Virginia

From: Doug Chapin
Subject: I-66 Westbound Spot Improvements
Date: 3/13/2009

Hello,

I am writing to express my support for the I-66 Westbound Spot Improvements inside the Beltway and to urge the Transportation Planning Board to add these much needed improvements back into the plans so they can be funded and constructed as soon as possible. Why did the TPB remove these improvements from the 2009 plan after previously approving them?

I live in Ballston and work outside the Beltway. In addition to the obvious congestion during the afternoon rush hour, I-66 West is VERY congested during the morning rush hour as well. Even more troubling is the congestion and delays that are often experienced on the weekends (typically afternoons).

The longer we wait, the more these improvements will cost - and the risk of losing federal funding also increases. Please take action now and allow these road improvements to proceed expeditiously. It is a matter of safety, air quality, and quality of life for anyone that travels on I-66 inside the beltway.

Regards,
Doug Chapin
4001 9th St. N.
Arlington, VA 22203

From: Jim Kornick
Subject: I-66
Date: 3/13/2009

I-66 is one of the region's most congested transportation corridors.

Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Time is money. The longer we wait the more solutions cost us all.

Jim Kornick
Senior Vice President
Investment Services
7700 Wisconsin Ave - Suite 1150
Bethesda, MD 20814

From: Jim Cupelli
Subject: I-66 Improvements
Date: 3/13/2009

Let us finally face the fact that I-66 inside the beltway was obsolete the day it opened 30 or so years ago. Enough is enough. There is funding available for these improvements and they should not have been removed from the TIP.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Time is money. The longer we wait, the more solutions cost us all.

Jim Cupelli
Fairfax, Virginia

From: Bruce Christman
Subject: I-66
Date: 3/13/2009

Please restore the funding for the improvements to I-66 inside the beltway. It is critical to our transportation system and to our emergency response system. Thank you.

Bruce Christman
SVP - Regional General Counsel | Legal
505 9th Street NW Suite 800
Washington, DC 20004

From: William "Bill" Fetsch
Subject: I 66
Date: 3/13/2009

Please restore approvals for improvements

William "Bill" Fetsch

3263 Juniper Lane
Falls Church, VA 22044

From: Mike Cooper
Subject: Please Widen I-66 NOW!!
Date: 3/13/2009

Regards,

Mike Cooper
Senior Vice President
and Managing Director
Brandywine Realty Trust
3141 Fairview Park Dr., Suite 200
Falls Church, VA 22042

From: Matthew Annala
Subject: Fix it now!
Date: 3/13/2009

From: Simon Romano
Subject: I-66 Spot Improvements
Date: 3/13/2009

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conforming testing. This is the best time to do it when construction material prices have declined. Thanks.

Simon Romano
7806 Karen Forest Dr
McLean, VA 22102

From: Tom Scavone
Subject: I-66 Improvements
Date: 3/13/2009

Please restore the I-66 improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program. WE NEED TO ADDRESS ONE OF THE REGIONS WORST BOTTLENECKS!

Tom Scavone

From: Jonathan L. Kaylor
Subject: I-66
Date: 3/13/2009

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Jonathan L. Kaylor
2007 Mayfair McLean Court
Falls Church, VA 22043

From: Yolanda Cole
Subject: I-66 Improvements
Date: 3/13/2009

To Whom it May Concern:

I-66 is one of the region's most congested transportation corridors.

Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Time is money. The longer we wait the more solutions cost us all.

Yolanda Cole

Yolanda Cole, AIA, IIDA, LEED® AP
Principal
Hickok Cole Architects
1023 31st St. NW Washington, DC 20007

From: Stephen D. Mutty
Subject: Westbound I-66 spot improvements
Date: 3/13/2009

Please vote to RESTORE the spot improvements for I-66 Westbound that are slated to be removed. This is essential to keep the I-66 commute from getting even worse.

Thank you,

Stephen D. Mutt
9806 Lost Ravine Ct.
Fairfax Station, VA 22039

From: Chuck Claar
Subject: I-66 Inside the Beltway Spot Improvements
Date: 3/13/2009

Please return the I-66 Spot Improvements to the 2009 Constrained Long Range Plan. In these economic times, with money available from the stimulus package, anything less would significantly constrain future growth in the area that would be negatively impacted by the lack of improvements. Do the right thing.

Chuck Claar
V.P. Business Development
Hubert Construction, LLC.

From: William R. (Bill) Marcotte
Subject: I-66 West Bound Improvements.
Date: 3/13/2009

I urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program.

I-66 is a critical traffic corridor in the region. It is often congested.

Please make this work a priority.

William R. (Bill) Marcotte
Vice President, Preconstruction
HITT Contracting Inc.
2704 Dorr Avenue
Fairfax, VA 22031

From: Douglas G. McLearn
Subject: Fix I-66 Now....
Date: 3/13/2009

I-66 is one of the region's most congested transportation corridors.

Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Time is money. The longer we wait the more solutions cost us all.

Douglas G. McLearn
Senior Vice President
Lincoln Property Company
1530 Wilson Boulevard
Suite 200
Arlington, VA 22209

From: Kathy Lawson
Subject: I-66 Corridor Improvements
Date: 3/13/2009

I-66 is one of the region's most congested transportation corridors.

Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Time is money. The longer we wait the more solutions cost us all.

Kathy Lawson, LEED AP
Associate
Davis, Carter, Scott Ltd
1676 International Drive
Suite 500
McLean, Virginia 22102

From: Martin O'Brien Johnson
Subject: I-66 widening inside the beltway
Date: 3/13/2009

Please restore this project to the Long Range Plan and TIP

Martin O'Brien Johnson
142 Spring Court
Falls Church, VA 22046

From: Michael J. O'Hara, Jr.
Subject: I-66 Spot Improvements
Date: 3/13/2009

I was astounded that this was dropped from the long range budget. This is one of the region's major roadways and is in dire need of updates. They will be done at some point in the future so why wait. The longer you wait the more it will cost.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Thanks for your consideration of this urgent matter.

Michael J. O'Hara, Jr., PE
Sr. Project Manager / Associate
LEED Accredited Professional
christopher consultants, ltd.
9900 main street, fourth floor
fairfax, virginia 22031-3907

From: Melissa Sarracino
Subject: I-66 spot improvements
Date: 3/13/2009

Restore the improvements!!!!!!!!!!!!!!!!!!!!!!

The TPB will consider whether to restore these improvements on March 18th.

That's why the TPB needs to hear from you today.

The I-66 improvements have been --

- Designed to address the corridor's worst westbound bottleneck.
- Shown to improve travel speeds and safety in the I-66 corridor.
- Approved by the Commonwealth Transportation Board.
- Approved by the Northern Virginia Transportation Authority.
- Approved previously by the Transportation Planning Board (TPB).

Phase 1 improvements to ease the corridor's worst bottleneck (Fairfax Drive to Sycamore Street) are fully funded and can go to construction later this year. More than \$20 million in federal funding could be lost if the TPB does not reverse its decision.

christopher consultants, ltd.
9900 main street, fourth floor
fairfax, virginia 22031-3907

From: David Fisher
Subject: I-66
Date: 3/13/2009

I-66 is one of the region's most congested transportation corridors.

Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Time is money. The longer we wait the more solutions cost us all.

David Fisher
9731 South Park Circle
Fairfax Station, Va. 22039

From: Chris Tacinelli
Subject: Public Comments for I-66
Date: 3/13/2009

To Whom it May Concern:

Please restore I-66 westbound Spot Improvements to the 2009 long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

I-66 is one of the region's most congested transportation corridors. Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief.

The longer we wait the more solutions cost us all.

Chris Tacinelli
13351 Scotsmore Way
Oak Hill, VA 20171

From: Mitch Bonanno
Subject:
Date: 3/13/2009

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Mitch Bonanno
7312 Gordons Road
Falls Church, VA 22043

From: George G. Boteler
Subject: Spot Improvements to westbound I-66
Date: 3/13/2009

The National Capital Region Transportation Planning Board made a grievous error in deleting the Westbound I-66 Spot Improvements from the FY 2010-2015 Transportation Improvement Program. The Phase I improvements are fully funded and ready to begin construction this year. Yet, if the TPB's recent decision deleting the Westbound I-66 Spot Improvements is not reversed, over \$20 million in federal funding will probably be lost. How is this outcome good for our region. Today, traffic on I-66 inside the beltway is completely unpredictable and subject to lengthy delays at any time between 6:00 AM and 9:00 PM every day of the week. I avoid I-66 whenever possible because it seems every time I do need to use it, I invariably encounter a painful delay that I can ill afford.

This region needs to pull its collective "head" out of the sand and actually do something to relieve traffic congestion instead simply blowing smoke at it. Traffic congestion has become a very serious "quality of life" issue that is starting to degrade the region's economic health at a point in time that we can least afford any unnecessary economic constraints.

Respectfully,
George Boteler

George G. Boteler
Vice President, Leasing
Quadrangle Development Corporation
1001 G Street, N.W.
Suite 700 W
Washington, D.C. 20001

From: Derrick Boegner
Subject: By
Date: 3/13/2009

It is imperative that the I-66 improvements occur for the following reasons.

The I-66 improvements have been --

- Designed to address the corridor's worst westbound bottleneck.

- Shown to improve travel speeds and safety in the I-66 corridor.
- Approved by the Commonwealth Transportation Board.
- Approved by the Northern Virginia Transportation Authority.
- Approved previously by the Transportation Planning Board (TPB).

Phase 1 improvements to ease the corridor's worst bottleneck (Fairfax Drive to Sycamore Street) are fully funded and can go to construction later this year. More than \$20 million in federal funding could be lost if the TPB does not reverse its decision.

Once again, I urge appropriate actions be taken remedy these growing problems.

Sincerely,
Derrick C. Boegner
Vice President, Asset Management
Corporate Office Properties Trust
15000 Conference Center Drive, Suite 400
Chantilly, Virginia 20151

From: Rae F. Noritake
Subject: restore I-66 westbound Spot Improvements
Date: 3/13/2009

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Rae F. Noritake, AIA
605 Prince Street, Alexandria, VA 22314

From: Roger Flick
Subject:
Date: 3/13/2009

To whom it may concern:

I-66 is one of the region's most congested transportation corridors.

Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Time is money. The longer we wait the more solutions cost us all.

Regards,

Roger Flick
Vice President, Client Services
Rock Commercial Enterprises, LLC
26501 Ridge Road
Damascus, Maryland 20872

From: Seth H. Grace
Subject: I-66 inside the Beltway
Date: 3/13/2009

Please vote to restore the I-66 inside the Beltway improvements. They are essential and there is no good reason not to move forward.

Thank you.

Seth H. Grace
Project Executive
Forrester Construction Company
555 Herndon Parkway, Suite 230
Herndon, VA 20170

From: Sexton, Cherie
Subject: FIX IT NOW
Date: 3/13/2009

Please reconsider the National Capital Region Transportation Planning Board's vote to remove westbound I-66 spot improvements from the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program. Please restore these improvements on March 18th.

From: Williams, Mary
Subject: Please restore spot improvements on 66
Date: 3/13/2009

The current traffic pattern is HORRIBLE

From: Robert and Nancy Morgan
Subject: I-66 Spot improvements -- Say No
Date: 3/13/2009

Dear TPB members:

We would like to reiterate our opposition to the widening of westbound I-66 in the guise of "spot improvements". This project, if implemented, will very likely only serve to move the bottlenecks on I-66 to other points on that interstate and lead to even greater traffic congestion.

We applaud the TPB's decision of February 18, 2009 to remove this project from the TPB's list of approved plans and urge that that decision be upheld on March 18.

Periodically we come across Congressman Frank Wolf's statement that "I-66 is clogged morning, noon and night, seven days a week". That is not what we have observed and we live adjacent to I-66. Even during the busiest traffic times, traffic moves freely when HOV is in effect. That is one of many reasons why TPB should keep its February 18 decision in place and insist that VDOT promptly complete a full, fair, and transparent alternatives feasibility study for the future of the I-66 inside-the-Beltway multimodal corridor. Such a study is long overdue.

Thank you for giving our views your consideration.

Yours sincerely,

Robert and Nancy Morgan

Arlington, VA 22205

From: Jeff Parnes
Subject: Inside the beltway I-66 improvements
Date: 3/13/2009

I support as a first step in widening I66 inside the beltway to three lanes each direction, the I-66 spot improvements which have been --

- Designed to address the corridor's worst westbound bottleneck.
- Shown to improve travel speeds and safety in the I-66 corridor.
- Approved by the Commonwealth Transportation Board.
- Approved by the Northern Virginia Transportation Authority.
- Approved previously by the Transportation Planning Board (TPB).

Phase 1 improvements to ease the corridor's worst bottleneck (Fairfax Drive to Sycamore Street) are fully funded and can go to construction later this year. More than \$20 million in federal funding could be lost if the TPB does not reverse its decision.

They should be implemented.

Enjoy,

Jeff Parnes
3153 Ramesses Ct
oak Hill, VA 20171-4102

From: Hitt, Russell
Subject: I 66
Date: 3/13/2009

Please fix it now

From: William Martin
Subject: I-66 improvements
Date: 3/14/2009

I-66 is one of the region's most congested transportation corridors.

Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Time is money. The longer we wait the more solutions cost us all.

William Martin
6606 Lee Hwy
Arlington, VA 22205

From: Coleman Rector
Subject: Restore West I66 Improvement Funds NOW!
Date: 3/14/2009

Coleman Rector
Weber Ghadban & Associates Realty, Inc.
9401 Battle Street
Manassas, VA 20110

From: John R. Griffiths
Subject: Waycroft-Woodlawn Civic Association opposition to I-66 spot widening
Date: 3/14/2009

Dear Mr. Jenkins:

On behalf of the Waycroft-Woodlawn Civic Association (WWCA) of Arlington, Virginia, I am writing to support the Transportation Planning Board's February 18 decision to remove the

Proposed I-66 spot improvements from its regional transportation plans and to oppose the current effort by supporters of I-66 spot widening to get the Board to reverse that decision.

Waycroft-Woodlawn is a neighborhood of about 550 single-family homes that borders I-66 from Glebe Road to George Mason Boulevard. In 2005, WWCA voted overwhelmingly to oppose a plan that would have widened I-66 westbound inside the beltway. In a letter from then WWCA President Hans Bauman to project engineer Theresa DeFore, WWCA expressed concern that widening I-66 would not reduce traffic on local streets, would increase the number of cars on I-66 through Arlington, and would have a negative impact on the adjacent bicycle path, park land and neighboring homes.

At a meeting on October 14, 2008, WWCA voted to continue that position and to oppose the “spot-widening” or “spot-improvement” plan that was being pursued by the Virginia Department of Transportation (VDOT). In addition to its general opposition, WWCA is concerned about the process by which VDOT is pursuing its spot-widening plan, including VDOT’s reliance on the “categorical exclusion” provision of the National Environmental Policy Act (NEPA) to avoid a more detailed environmental impact study. WWCA believes that spot widening should be considered, if at all, only after a full multimodal study of the I-66 corridor and an environmental impact assessment under NEPA are conducted. Finally, WWCA shares the numerous other concerns regarding this project that have been expressed by the Arlington County Board and Arlington County Manager Ron Carlee. Arlington, Northern Virginia and the entire Commonwealth have numerous other urgent transportation and infrastructure needs that should take priority over this one, particularly given that spot-widening will very likely only serve to move the bottlenecks on I-66 to other points on that interstate. It does not make sense to spend tens of millions of dollars on this project when all the transportation solutions for the corridor have not been fully explored.

Thank you for considering our views.

Sincerely,
John R. Griffiths
President, Waycroft-Woodlawn Civic Association

From: Christopher D. Lay
Subject: I-66 Spot Improvements in Arlington
Date: 3/15/2009

Mr. Charles Jenkins, Chairman
Transportation Planning Board

Dear Sir and Members of the Board:

I am a resident homeowner in the Waycroft-Woodlawn neighborhood of Arlington, Virginia. I wish to convey to the Board my strong SUPPORT for spot improvements to I-66 in Arlington, and I hereby ask the TPB to REVERSE its February 18 decision and reinstate the I-66 improvements in the regional transportation plan. I understand that you have received a communication from our local Waycroft-Woodlawn Civic Association reiterating opposition to I-66 improvements. You should be aware that only 8 members attended and voted on the I-66

matter at the most recent association meeting at which the I-66 issue was considered. This is 8 out of over 300 dues paying members of the association. While I do not dispute the legitimacy of the association's formal position, you should be aware that many resident homeowners in this area, such as myself, support the proposed spot improvements to I-66.

Christopher D. Lay
1519 N. Buchanan St.
Arlington, VA 22205

From: Brad Flickinger
Subject: Rt 66 improvements
Date: 3/15/2009

Please put the I-66 spot improvements back into the long range plan and TIP. It makes no sense to remove or delay these much needed improvements.

Brad Flickinger

From: John Greenhalgh
Subject: I-66 improvements support
Date: 3/15/2009

Please,

FIX IT NOW!

John Greenhalgh
Vice President
Miller Brothers, Inc.

From: Thomas Vilms
Subject: I-66 Spot Improvements are a Sham
Date: 3/15/2009

To all on the TPB,

Please do not revise the previous decision to remove I-66 Spot Improvements from the regional transportation plan. You made a prudent decision previously.

Although this may not have previously impacted your decision, you absolutely **MUST** consider this flaw in the design of the "spot improvement":

BEFORE I-66 widening (currently): I-66 westbound drivers experience a traffic bottleneck at Exit 69 (the East Falls Church metro station), where I-66 is only two lanes wide.

AFTER I-66 widening (planned): I-66 westbound drivers will still experience a traffic bottleneck at Exit 69 , where I-66 will still be only two lanes wide.

My point is that design that VDOT is trying to push through into construction is fundamentally flawed. Please look for yourself at the design parameters. After years of construction, years of driving hassles for metro-area residents, and millions of dollars wasted, there will still be a bottleneck at the same location it exists today on westbound I-66! The design includes a narrowing from the new third lane back down to two lanes at Exit 69.

I recommend our government does the citizens a favor and saves the money. Please invest more effectively by funding only those solutions that will actually improve regional transportation.

Please exercise sound judgment on this issue and leave the existing ruling in place. Remove the I-66 spot improvements from the regional transportation plan. At this time more than ever it would be wise for our government to exercise spending restraint.

Thank you for your consideration.

From: Glen Peacock
Subject: FIX IT NOW
Date: 3/16/2009

Glen Peacock
Associate Director
Studley
1600 Tysons Boulevard
Suite 200
McLean, VA 22102

From: Judith Collins
Subject: Comments on I-66 spot improvements
Date: 3/16/2009

I am writing to encourage you to stand by your decision of 2/18 to eliminate spot improvements on I-66 in the regional transportation plan.

The TPB should insist that VDOT promptly complete a full alternatives feasibility study for the future of the I-66 corridor inside the Beltway.

I support Arlington County's position on the issue.

Judith Collins
604 North Illinois Street
Arlington, VA 22205

From: Jay Hedley
Subject: Fix I 66 !!! as a tax payer this is what i care about
Date: 3/16/2009

Best regards,
Jay Hedley

From: John T. Conrad
Subject: Spot improvements to I-66
Date: 3/16/2009

Members:

I-66 is the most congested roadway that serves commuters in Northern Virginia. Although there are many areas in our region that need and deserve corrective action, the spot improvements are fully funded and ready to go. Please take steps to restore these repairs.

John T. Conrad
8401 Greensboro Drive, Suite 300
McLean, Virginia 22102

From: Agnes Artemel
Subject: I-66 west spot improvements
Date: 3/16/2009

Please restore the I-66 westbound improvements project.
Agnes Artemel
Alexandria VA

From: Jennifer Bognet
Subject: I-66 Westbound improvements
Date: 3/16/2009

Good Afternoon,
I am writing to ask that you reconsider adding the westbound 66 improvements back into the plans – as a business owner in Rosslyn, we need better access on this major artery to/from the city!

Thanks,
Jennifer Bognet
Vice President
Bognet Construction Associates, Inc.
1911 N Fort Myer Drive, Suite 705
Arlington, VA 22209

From: Diane Bennett
Subject: Rt 66
Date: 3/16/2009

Please don't drop the improvements from 66. Does anyone care about the ability to evacuate the region if we had a disaster?

Diane Bennett
Bennett Insurance Services LLC
10682 Crestwood Drive, Suite A
Manassas, VA 20109

From: AVOLANTH@bohlereng.com
Subject: I - 66 Westbound Spot Improvements
Date: 3/16/2009

Please restore the funding for this important project.

From: Paul Johnson
Subject: I-66 improvements
Date: 3/16/2009

Build it.

From: Richard Parsons
Subject: Please restore the I-66 widening to our regional plans
Date: 3/16/2009

To the members of the TPB:

Please vote to reverse the short-sighted decision last month on I-66 spot improvements. We need this project (not to mention the funding that was set aside to complete it). The entire region needs more high-quality connections – both road and transit – between key activity centers if we hope to continue functioning as a region, which is the true strength of our local economy. Right now conditions are intolerable, with severe congestion on this stretch of road even on weekends and off-peak hours. How bad do things need to get around here before we get real action and balanced solutions. This is not about ideology. It is about a severe traffic problem that inflicts daily misery on thousands of people and their families, and we have a tested, proven solution that has been shown to reduce delays significantly.

There is already a robust transit service in this corridor and further expansion of Metro here will have no impact whatsoever. It is already running right down the median. What's needed in this

case is road capacity to resolve one of the region's absolute worst traffic nightmares. It can't be stated any more plainly than that. Please vote to overturn last month's decision and allow the spot improvements to I-66 to move forward. Thank you.

Warm regards,

Richard Parsons
President
Parsons & Associates
15812 Amelung Ln
Derwood, MD 20855

From: Sam Raker
Subject: Route 66
Date: 3/16/2009

I am writing to TPB to register my comment that the route 66 project inside the beltway should be restored as a project to be completed.

Thank you.

Sam Raker
Bethesda, MD

From: Eileen Xu
Subject: I-66 corridor
Date: 3/17/2009

I-66 is one of the region's most congested transportation corridors.

Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Time is money. The longer we wait the more solutions cost us all.

Eileen Xu
11652 Forest Hill Ct.
Fairfax, VA 22030

From: Terry Grish
Subject: I 66
Date: 3/17/2009

Fix I 66 now.

From: Joel R. Cannon
Subject:
Date: 3/17/2009

Please make all proposed improvements to I 66. The ones inside the Beltway will help all of us and cut down on congestion. Now is the time to do these improvements

Sincerely
Joel R. Cannon
Senior Vice President | Mid-Atlantic Region
TRANSWESTERN
1667 K Street, N.W. | Suite 300
Washington D.C. 20006

From: Kevin Nearpass
Subject: No on I-66
Date: 3/17/2009

I -66 is one of the most congested corridors in the Washington region. As a resident, a taxpayer, and a commuter in this area, I believe it is imperative that we do everything in our power to improve this corridor at all costs.

Numerous VDOT and private sector studies show, and the more than 70,000 motorists using I-66 westbound daily can attest, these improvements will provide significant congestion and air quality relief.

I strongly urge the Transportation Planning Board to restore I-66 westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program for air quality conformity testing.

Time is money. The longer we wait the more solutions cost us all.

Kevin Nearpass
Senior Project Manager
LF Jennings, Inc

From: Bob Dunphy
Subject: No on I-66
Date: 3/15/2009

The TPB's last decision on I-66 was the right one. It should not have built in the first place. Maryland decided not to extend I-95 inside the Beltway, and most other regions stopped new freeways into downtowns. The compromise that created a no trucks, peak hour car pool facility through established neighborhoods without possibility of expansion should have sent a clear message that if congestion increased because our neighbors wanted to move further out to save on housing costs, they would have to get used to it. The compromise made it happen, and was one of the few clear connections between land use and transportation this region has. Everyone knew the rules, and despite Reps. Wolf and Davis, they should not be changed. There is a task force making recommendations for the development around the East Falls Church Metro station, and fixing the problems caused by I - 66 is part of the challenge. Widening I-66 inside the Beltway is bad long term transportation policy and bad regional growth policy.

Bob Dunphy
5801 N. 26th St.
Arlington, VA 22207