

## **ITEM 8 - Action**

July 18, 2012

Compilation of Comments Received Regarding the Air Quality  
Conformity Assessment for the 2012 Financially Constrained Long-  
Range Transportation Plan (CLRP) and the FY 2013-2018 TIP,  
the 2012 CLRP, and the FY 2013-2018 TIP



## Comments Received on the 2012 CLRP and the FY 2013-2018 TIP

### Comment on the Draft 2012 CLRP

---

**Submitted by: An Individual**

*Scheufler, Mark*

*Manassas Park, VA 20111*

*7/10/2012 11:33:17 AM*

Subject: Manassas National Battlefield Park Bypass

I recommend the removal of the Manassas National Battlefield Park Bypass from the CLRP. Funds should be allocated to the Bi-County Parkway, I-66/Route 28 Interchange and Express Bus Service. Route 29 between Gainesville and Centreville should be resigned with I-66. A \$5 Entree fee to Manassas Battlefield should be added to Lee Highway to reduce congestion in the park. Upgrades to the I-66/Route 28 interchange, Bi-County Parkway, and Express Bus Service and improved residential land use policies in PWC and Loudoun County will mitigate congestion on I-66.

---

**Submitted by: An Organization**

*Schefer, Leo*

*Dulles, VA 20166*

*7/13/2012 11:12:11 AM*

*Washington Airports Task Force*

Subject: WATF Comment on WMCOG's NEW CLRP

See attachment.

---

## Comment on the Draft FY 2013-2018 TIP

### Submitted by: A Business

*Buckley, Dan*

7/12/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I not only drive the 66 inner beltway corridor every day, but I work for a construction company which works on VDOT roadways and highways. I-66 is one of this area's most congested corridors in both directions. The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times. The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program. Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access. Please support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

*Clarke, Michael*

*Reston, VA 20191*

7/12/2012 11:23:39 AM

*Access National Bank*

Subject: Draft FY 2013-18 TIP

Support for Spot IMprovement #2 and other proposals attached. We need reliable transportaiton for employees and business located here that provide jobs and taxes.

### Submitted by: A Government Body or Representative

*Brown, Sylvia*

*Washington, DC 20019*

6/15/2012 12:03:46 PM

*Advisory Neighborhood Commissioner 7C04*

Subject: Comment on the Draft FY 2013-2018 TIP

I am a resident of Deanwood in Washington, DC's Ward 7. I am also an Advisory Neighborhood Commissioner. I support the Draft FY 2013-2018 Transportation Improvement Program. The projects in the program are important to improving accessibility, mobility, and the quality of life in my neighborhood. I am especially supportive of the funding for Ward 7 initiatives and particularly the Livability Studies. I was involved in the Far Northeast Livability Study, and the recommendations for Sheriff Road are a matter of life and death. Sheriff Road is like playing chicken on the Indy500 racetrack. Minnesota Ave to Eastern Ave. is a mix-mash of unmarked parking lanes, too wide in some places and too cramped in other places. At the intersections of Eastern Ave-Sheriff Rd -Division Ave, there is a jumble of users and vehicle types and is a magnet for accidents. I appreciate your consideration of my input and look forward to the next steps in implementing the funding for the TIP, especially solutions for Ward 7. Sylvia C. Brown ANC7C04

---

*Herrity, Pat*

*Fairfax, VA 22030*

7/12/2012 11:09:03 AM

*Fairfax County Board of Supervisors*

Subject: Support for I-66 Inside Beltway Spot Improvement #2

Fairfax County Supervisor Pat Herrity's letter in support of Spot Improvement #2 is attached.

### Submitted by: An Individual

Adamson, Bob

Arlington, VA 22207

7/10/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I drive on I-66 almost daily and it is often a big parking lot – and it can happen in either direction at either rush hour.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

Alloy, Steve

Vienna, VA 22182

7/9/2012

Subject: Please Vote to Widen I-66 Inside the Beltway

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program. Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

Barto, Stephen

Vienna, VA

7/9/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

I was Chair of the Arlington Chamber of Commerce in 2004, and am well aware of the full history of I-66. It is utterly ridiculous that this INTERSTATE highway into and out of the Nation's Capital is TWO LANES. I find it hard to believe the I-66 congestion inside the Beltway has not yet been fixed.

Chairman Turner and other TPB Members: I-66 is one of this area's most congested corridors in both directions. The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

Interstate 66 (I-66) is one of this area's most congested and vital corridors to employment centers in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times. A GREAT job & wise/efficient use of taxpayer dollars.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is another logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access. Specific spot improvements like this are simply ideal in creating a positive result for commuters inside the Beltway & are a major component to your effort in improving their Quality of Life.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

Blaney, Jarod

Vienna, VA 22182

7/9/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

Bracco, Sara

Alexandria, VA 22310

7/9/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program. Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

*Bracmort, Kelsi*

*Washington, DC 20020*

*6/25/2012 6:00:49 PM*

Subject: Support for Draft FY 2013-2018 Transportation Improvement Program

My name is Kelsi Bracmort. I am a resident of Hillcrest neighborhood in Ward 7, Washington, DC. I support the Draft FY 2013-2018 Transportation Improvement Program. The projects in the program are important to improving accessibility, mobility, and the quality of life in my neighborhood. I am especially supportive of the Anacostia Waterfront Initiative, implementation of the Far NE and far SE livability plans, the Pennsylvania Ave great streets project, and the streetcar Benning Road extension.

---

*Bright, Erica*

*Washington, DC 20019*

*6/27/2012 2:55:27 PM*

Subject: I support improved transportation in Ward 7.

My name is Erica Bright and I am a resident of Deanwood in Ward 7, Washington, DC. I support the Draft FY 2013-2018 Transportation Improvement Program. The projects in the program are important to improving accessibility, mobility, and the quality of life in my neighborhood.

---

*Bunch, Matthew*

*Fairfax, VA 22030*

*7/9/2012*

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program. Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access. I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update. "

---

*Cleveland, James and Karen*

*Reston, VA 20194*

*7/10/2012*

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and TPB Members:

I-66 is one of this area's most congested corridors in both directions. The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times. The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program. Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access. We urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times. I'm not sure what the status of an East Bound expansion inside the beltway is, but I highly support that expansion as well!

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

Compagnucci, Sean

Washington, DC 20020

6/21/2012 8:11:19 AM

Subject: Go with the TIP

I live in Hillcrest in Ward 7, Washington, DC and I support the Draft FY 2013-2018 Transportation Improvement Program. The diverse projects in the program serve a range of people in my community and are important to improving accessibility, and the quality of life. Just this past weekend my two young boys and I rode our bicycles in a loop from Anacostia park, across the Douglass bridge, and up the riverwalk trail across the NEW bridge over the railroad tracks just North of the Sousa bridge. This time last year we had to carry our bikes across the tracks--a risk I ultimately decided was not worth taking again. We were all so EXCITED about the new bridge (especially the three year old!). On this trip, however, we noticed a hole in the middle of the pedestrian sidewalk on the Douglass bridge. We could see the water through it and it was nerve-racking to cross over. This kind of minimal investment in upkeep is what has hurt these other brilliant developments--work to improve communities East of the Anacostia river often seems to be halfway done.

So many improvements have already started to happen and transformed areas East of the River from dilapidated, forgotten areas into places where people are beginning to hope again. The projects in the TIP will help make still-isolated areas accessible, enhance quality of life for all of us, and sustain and make good on the investments already made over here. I view these projects as helping our neighborhoods cross the threshold into real, livable communities and they send a strong message to those who are impoverished that they matter too,

Thanks,  
Sean

---



Connor, Ryan

Springfield, VA 22153

7/9/2012

Subject: NULPlease Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

Coughlin, Michael

Woodbridge, VA 22192

7/9/2012

Subject: I-66

To Whom It May Concern:

Please widen I-66 to meet current and future capacity needs.

I say this as an advocate for rational transportation planning, who also happens to live in Alexandria and has to travel on I-66 to go westbound, or return home from the west, frequently.

Therefore, please include Spot Improvement #2 (a new lane between the Sycamore St./Washington Blvd. exit and the Dulles Connector) in the FY 2013-18 Transportation Improvement Program (TIP).

Please include this e-mail in the record for this matter.

---

Daves, Steve

Manassas, VA 20109

7/9/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

Subject: Support for Draft FY2013-2018 TIP

Dear TPB,

My name is Veronica O. Davis. I live in the Hillcrest neighborhood of Ward 7 in Washington, DC. I serve on the Transportation Planning Board's Citizen Advisory Council as the DC Vice Chair. I'm submitting comments today on behalf of the Hillcrest Community Civic Association.

Mobility, accessibility, walkability, bikability and livability are important aspects to our quality of life. We support the Draft TIP and hope that the District Department of Transportation is committed to implementing the projects that benefit our neighborhood.

Specifically we will be tracking the following projects closely:

Anacostia Waterfront Initiative (TIP ID: 5957): Near and long term improvements including, Sousa Bridge and way finding, ped/bike, reconfigure Barney Circle, RFK access ramp. [FY 2013 \$1million]

Livability Program (TIP ID: 5790): Implementation of the livability studies. Far NE and Far SE are included [FY2013-2018 \$7.85 million]

Anacostia Riverwalk Trail (TIP ID 3508): ped/bike bridge connection Benning Road to Kenilworth Gardens, connecting Parkside to Maryland Ave, and other connections [FY2013-2014 \$19 million]

11th Street Bridge and Interchange (TIP ID 3193): this is the continuation of the 11th Street bridge project [FY2013-2015 \$57.721 million]

Great Streets - Pennsylvania Ave SE from 27th Street to Bridge (TIP ID 2743): Conduct traffic assessments, environmental assessments, prepare designs, construct improvements such as curbs, sidewalks, gutters, street, and tree boxes. Provide bike lanes and improve pedestrian circulation [FY 2014 \$10 million]

The most important project out of these is the Great Streets - Pennsylvania Ave SE 27th Street to Bridge. This is a critical segment to complete the transformation of Pennsylvania Ave into not only a Great Street, but America's Main Street.

Thank you for the opportunity to comment.

Veronica O. Davis, PE  
Life in the Village: <http://fairfaxvillage.blogspot.com>  
Hillcrest Transportation Committee: <http://hccatransport.blogspot.com/>

---

Degross III, Pierce

McLean, VA 22102

7/9/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access. I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

As you are well aware I-66 is one of this area's most congested corridors in both directions. I am a member of both the Washington DC Economic Club and the Federal City Counsel and was an original founding member of the board of landowners to fund and construct phase 1 of the Silver line. I obviously understand the regional transportation issues we are faced with and the inability or ability to fund certain ones.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times. I know this first hand as I spend many hours a week in my car.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 I believe will have the same impact as Spot Improvement 1, thus enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update. Please feel free to reach out to me if you would like to discuss it further.

---

*Eshelman, Andrew*

*Bethesda, MD 20817*

*7/12/2012*

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions and should be widened in each direction inside the Beltway. When friends and relatives visit from outside the region they are incredulous that this major artery is limited to 2 lanes in each direction .

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and connectivity between activity centers inside the Beltway with those beyond.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

Fox, LaKeeshia

Washington, DC 20020

6/18/2012 4:12:46 PM

Subject: FY 2013-2018 TIP

I am a resident of Anacostia in Ward 8, Washington, DC. I support the Draft FY 2013-2018 Transportation Improvement Program. The projects in the program are important to improving accessibility, mobility, and the quality of life in my neighborhood.

---

Frank, Sondra

Washington, DC 20020

6/22/2012 10:38:57 AM

Subject: Draft FY 2013-2018 Transportation Improvement Program

My name is Sondra G. Frank I am a resident of Fairfax Village in Ward 7, Washington, DC. I support the Draft FY 2013-2018 Transportation Improvement Program. The projects in the program are important to improving accessibility, mobility, and the quality of life in my neighborhood. Thanks for hard work and continued dedication to making sure we live in a neighborhood that has quality access to transportation.

---

Gestl, Russ

Darnestown, MD 20878

7/9/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Dear Chairman Turner and Members of the TPB,

As you are aware, Interstate 66 is one of the metropolitan area's most congested corridors in both directions. But, the recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and has improved travel times for many of our residents and businesses. The proposed westbound I-66 Inside the Beltway Spot Improvement #2 could bring more of the same.

Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and definitely should be included in the FY 2013-FY 2018 Transportation Improvement Program. By approving Spot Improvement #2 you will help to enhance regional mobility, security, competitiveness and activity center access. I strongly urge you to support the inclusion of I-66 westbound Spot Improvement #2 in the pending Transportation Improvement Program update.

Thank you for your consideration of this request, and for your service to the residents of the region.

---

Ginsberg, Stuart

Arlington, VA 22205

7/9/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program. Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

Gleason, Jim

Clifton, VA 20124

7/9/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

The DC area is one of the most congested metro areas in the US. Within this area, the I-66 corridor is among the worst in the area. I-66 is one of this area's most congested corridors in both directions.

A major road widening effort is urgently needed to relieve long term congestion, but there are a number of short term improvements that will help now.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

Gray, Sherese

Washington, DC 20590

6/15/2012 3:08:02 PM

Subject: Transportation Improvement Program

My name is Sherese Gray. I am a resident of Fairfax Village II in Ward 7, Washington, DC. I support the Draft FY 2013 - 2018 Transportation Improvement Program. The projects in the program are important to improving accessibility, mobility, and the quality of life in my neighborhood.

---

Subject: I66 Spot Improvement Support

I urge the National Capital Region Transportation Planning Board to support the reinstatement of westbound I-66 Spot Improvement #2 in its FY 2013-FY 2018 Transportation Improvement Program (TIP)

I-66 is one of the region's most important transportation corridors, providing a critical link to numerous major activity centers including the District of Columbia, Ballston/Rosslyn, Tysons Corner, Reston/Herndon and Washington Dulles International Airport as well as Loudoun and Prince William counties. It also is a major regional evacuation corridor and essential to regional homeland security preparedness.

The westbound I-66 Spot Improvement #1 (Fairfax Drive to Sycamore Street) that opened in December 2011 has greatly improved traffic flow and it is important that we build on this progress.

---

*Herbers, Tod*

*McLean, VA 22102*

*7/9/2012*

Subject: A MUST -- I-66 Inside Beltway Spot Improvement #2

Chairman Turner and other TPB Members:

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is plainly logical and the kind of proactive citizen benefit that we should be able to expect from the TPB. Mobility is more than convenience; it's also a safety issue.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

*Hogan, Catherine*

*Leesburg, VA 20176*

*7/12/2012*

Subject: Please Reinststate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

Clearly there are inadequate transportation alternatives to bring Northern Virginians into DC from West of the city. Based on the success of the recently opened westbound lane I would think this would be a no brainer. This is a logical next step.

It's time for us to stop the allowing those with intractable special interests and NIMBY motives to obstruct and delay what is tantamount to good public policy for the region.

In short, I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

Houston, David

Arlington, VA 22207

7/12/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

Jacobs, Joe

, VA

7/10/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I live in the vicinity of the spot improvement #2 and can tell you that I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times. However because it was striped with dashed lines it is underutilized during non-rush hours. It should be clearly marked as a travel lane to gain the most beneficial use and once in full use, the addition of improvement #2 will be required or the bottlenecking of this area will continue during non-rush hours.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I have lived in northern Virginia for 24 years now. I have begun to question whether living here is worth the hassle of daily traffic. I am also concerned about the declining competitiveness of Virginia because of under-investment in transportation infrastructure.

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

*Kirkpatrick, David*

*Washington, DC 20020*

*6/21/2012 10:59:22 PM*

Subject: Draft FY 2013-2018

My name is David E Kirkpatrick. I am a resident of Hillcrest in Ward 7, Washington, DC. I support the Draft FY 2013-2018 Transportation Improvement Program. The projects in the program are important to improving accessibility, mobility, and the quality of life in my neighborhood.

*Krause, Gretchen*

*Leesburg, VA 20176*

*7/9/2012*

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program. Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.



Lewis, Alicia

Washington, DC

7/12/2012

Subject: Ward 7 Impact

Good Morning,

Joyous Thursday to you! I am Alicia Lewis. I reside in the Hillbrook (adjacent Minn/Benn) in Ward 7, Washington, DC. I support the Draft FY 2013-2018 Transportation Improvement Program. The Ward 7 specific projects in the program are important to improving accessibility, mobility, and the quality of life in my neighborhood. I am excited to see some of my community's concerns addressed and prioritized as part of this draft plan/program.

I look forward to completion of each Ward 7 specific proposed project.

---

Lollar, George

Fairfax Station, VA 22039

7/9/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

McCandless, Peter

Lovettsville, VA 20180

7/10/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions. I know this because I rely on this vital corridor to get to and from work each day.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Think of what this improvement will mean in the time of a great Washington evacuation!! Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

McClellan, Joe

Bristow, VA

7/9/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

McLeod, Bruce

Arlington, VA 22207

7/9/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I drive I-66 westbound every morning from the Lee Highway/Spout Run entrance ramp to the Dulles Connector Road on my way to Tysons Corner. The recently opened westbound Spot Improvement #1 has greatly reduced my commute time and has made a tremendous difference in my quality of life.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program. While Spot Improvement #1 is great...it's true effectiveness will only be realized by approving and constructing Spot Improvement #2.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

Sincerely,  
Bruce D. McLeod

---

Millard, Dave

, VA

7/9/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I have been leasing commercial office space in Arlington County for the last 28 years.

As you know, I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

Subject: I-66

Dear Chairman Turner

The (organization name) urges the National Capital Region Transportation Planning Board to support the reinstatement of westbound I-66 Spot Improvement #2 in its FY 2013-FY 2018 Transportation Improvement Program (TIP)

I-66 is one of the region's most important transportation corridors, providing a critical link to numerous major activity centers including the District of Columbia, Ballston/Rosslyn, Tysons Corner, Reston/Herndon and Washington Dulles International Airport as well as Loudoun and Prince William counties. It also is a major regional evacuation corridor and essential to regional homeland security preparedness.

The westbound I-66 Spot Improvement #1 (Fairfax Drive to Sycamore Street) that opened in December 2011 has greatly improved traffic flow and it is important that we build on this progress.

The (organization name) also endorses the following projects for inclusion in the FY 2013-FY 2018 TIP –

- One
- Two
- Three
- Etc

The region's highly congested highway and transit networks threaten this region's global competitiveness. Completing westbound I-66 Spot Improvement #2 (and the other projects referenced above) will generate thousands of jobs and greatly enhance regional activity center accessibility and sustainability.

Sincerely,

Moskitis, Matthew

McLean, VA

7/9/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

Subject: Yes to Transportation Improvements in Ward 7

My name is Sherice A. Muhammad. I am a resident of Deanwood in Ward 7, Washington, DC. I support the Draft FY 2013-2018 Transportation Improvement Program. The projects in the program are important to improving accessibility, mobility, and the quality of life in my neighborhood. All of the Ward 7 improvements are of great importance to me and my neighbors.

We look forward to taking part, as constituents, in the overall transportation efforts relative to Ward 7, as listed below.

Anacostia Waterfront Initiative (TIP ID: 5957): Near and long term improvements including, Sousa Bridge and way finding, ped/bike, reconfigure Barney Circle, RFK access ramp.

Reconstruction of Benning Road NE, Anacostia to 42nd Street (TIP ID: 5572): Phase 2 of Benning Road reconstruction

Livability Program (TIP ID: 5790): Implementation of the livability studies. Far NE and Far SE are included

Kenilworth Ave Corridor (TIP ID 3290): ped/bik improvements, lighting, landscaping, neighborhood identification, bridge at Minnesota Ave Metro Station, reconfigure intersections

Anacostia Riverwalk Trail (TIP ID 3508): ped/bike bridge connection Benning Road to Kenilworth Gardens, connecting Parkside to Maryland Ave, and other connections

11th Street Bridge and Interchange (TIP ID 3193): this is the continuation of the 11th Street bridge project

Bridges over Watts Branch (TIP ID 2905): Replace deck, repair substructure, repair steel, etc over Watts Branch including Division Ave, Gault Place, 44th, 48th, 55th, 58th

Replacement of Pedestrian Bridge over Kenilworth Ave (TIP ID 5337): replace of the deck, repair substructure and repaint steel

Safety Improvements of Benning Road Bridges over Kenilworth Ave (TIP ID 5334): structural design of the three bridge alternatives. Includes infrastructure improvements in the vicinity of the bridge

Great Streets - Minnesota Ave from A Street to Sheriff Road (TIP ID 2992): Conduct traffic assessments, environmental assessments, prepare designs, construct improvements such as curbs, sidewalks, gutters, street, and tree boxes. Provide bike lanes and improve pedestrian circulation

Great Streets - Pennsylvania Ave SE from 27th Street to Bridge (TIP ID 2743): Conduct traffic assessments, environmental assessments, prepare designs, construct improvements such as curbs, sidewalks, gutters, street, and tree boxes. Provide bike lanes and improve pedestrian circulation

Streetcar - Benning Road Extension (TIP ID 5754): study to look at streetcar on Benning Road from Oklahoma to 42nd Street.

Thank you and we'll be spreading the word so that it is duly noted that we support Ms. Veronica O. Davis and the transportation improvements of Ward 7.

---

*Pritchard, Evan*

*Arlington, VA 22204*

*7/9/2012*

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program. Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

*Rasmussen, Brian*

*Fairfax, VA 22030*

*7/9/2012*

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access. I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

*Ross, Mary*

*Washington, DC*

*6/21/2012 9:46:30 AM*

Subject: Draft FY 2013-2018 TIP

My name is [YOUR NAME]. I am a resident of [Neighborhood] in Ward 7, Washington, DC. I support the Draft FY 2013-2018 Transportation Improvement Program. The projects in the program are important to improving accessibility, mobility, and the quality of life in my neighborhood.

---

*Russel, Jahid*

*Herndon, VA 20171*

*7/3/2012 9:29:42 AM*

Subject: Support Draft TIP

I support the projects included in TIP 2013-2018 to provide improved transportation performance within the area.

---

*Sheedy, Matthew*

*Delaplane, VA*

7/9/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

*Spahr, Christopher*

*Arlington, VA 22206*

7/9/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

I would also strongly support future consideration of similar improvements in the eastbound direction I-66 between the Dulles Access Road and Ballston, especially if they could be accomplished with minimal to no right-of-way acquisition.

For now, approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

*Stratos, Peter*

*Fairfax, VA 22032*

7/12/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

*Trainor, Gerry*

*McLean, VA 22102*

*7/9/2012*

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program. Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

*Undeland, John*

*McLean, VA 22101*

*7/9/2012*

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

As a native and three-decade resident of Arlington County, I have decades of first-hand knowledge about how dysfunctional I-66 can be. Congestion is apparent for hours every day and even on weekends or mid-day on weekdays, one often encounters gridlock.

Arlingtonians and the region's travelers as a whole are benefiting from recently opened westbound improvements. But those quality-of-life benefits would be much greater if the improvements were extended. Specifically, the proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1.

Please support regional mobility, economic competitiveness and activity center access by voting to include Spot Improvement #2 in the FY 2013-FY 2018 Transportation Improvement Program.

---

*Williams, Vaiana*

*Ashburn, VA 20147*

*7/9/2012*

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program. Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

Withers, Chris

, VA

7/10/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

We cannot afford to do nothing and with limited funding this is one of the best ways to improve the I-66 corridor at the current time.

---

Yauss, Bill

Manassas, VA 20110

7/9/2012

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIPL

Chairman Turner and other TPB Members:

I-66 is one of this area's most congested corridors in both directions.

The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

The proposed westbound I-66 Inside the Beltway Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program.

Approving Spot Improvement #2 will enhance regional mobility, security, competitiveness and activity center access.

Please diligently support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

---

**Submitted by: An Organization**

May, Lisa

Fairfax, VA 22031

7/11/2012 3:43:12 PM

Northern Virginia Association of Realtors

Subject: Please Reinstate I-66 Inside Beltway Spot Improvement #2 to TIP

See attachment.

---

Schefer, Leo

Dulles, VA 20166

7/12/2012 11:11:40 AM

Washington Airports Task Force

Subject: I-66 Spot Improvement

Please see attached letter of support for the reinstatement of westbound I-66 Spot Improvement #2 in the FY 2013-FY 2018 Transportation Improvement Program (TIP).

---



**BOARD OF DIRECTORS**

**CHAIRMAN**  
David C. Whitestone

**PRESIDENT**  
Leo J. Schefer

Ronald D. Abramson  
Buchanan Ingersoll & Rooney

Larry Baucom  
The Greenwich Group International, LLC

Monte Belger  
Metron Aviation

Cellerino Bernardino  
Fort Lincoln New Town Corp.

David Birtwistle  
Balfour Beatty Construction

The Honorable Marion C. Blakey  
Aerospace Industries Association

Anthony J. Broderick

Robert E. Buchanan  
Buchanan Partners

Randall P. Burdette  
Virginia Department of Aviation

John R. Byerly

Douglas N. Carter  
Davis, Carter, Scott Ltd.

Joseph L. Carter, III  
Wells Fargo Real Estate Banking Group

Jonathan K. Cherner  
Cherner Automotive Group

Elaine Curl  
The Convention Store

Gen. John R. Dalley  
USMC (Ret.)

William H. Dean  
MC Dean, Inc.

Sidney O. Dewberry  
Dewberry

Robert Dove  
The Carlyle Group

Amr ElSawy  
Noblis

David D. Flanagan  
Elm Street Development

F. Gary Garczynski  
National Capital Land Development Company

Andrew S. Garrett  
Garrett Development Corp.

Kenneth E. Gazzola  
FightLogix, Inc.

Stephen L. Gelband  
Hewes, Gelband PLLC

Jonathan Genn  
Percontee, Inc.

Aaron Georgelas  
Georgelas Group

Gasper Gulotta

Eric M. Hamberger  
Fortessa, Inc.

Stanley E. Harrison

John T. Hazel, Jr.

The Honorable A. Linwood Holton, Jr.  
McCandlish-Holton, PC

Kathryn A. MacLane  
Agr, Ltd.

John W. Marriott, III  
JWM Family Enterprises LP

Tanya Matthews  
TMG Construction Corporation

The Honorable T. Allan McArtor  
Airbus Americas, Inc.

Dr. Alan Merien  
George Mason University

John G. Milliken  
Venable LLP

The Honorable Norman Y. Mineta  
Hill & Knowlton

Jonas Neihardt  
Hilton Worldwide

Steven B. Peterson  
The Peterson Companies

Thomas F. Pumpelly  
PCI Financial Group

David T. Ralston, Jr.  
Foley & Lardner, LLP

Sandra J. Samuel  
Lockheed Martin

The Honorable Jeffrey N. Shane  
Hogan Lovells, U.S., LLP

Mark Sharer  
Bank of America

J. Knox Singleton  
Inova Health System

Charles V. Stipanovic, Jr.  
Aviation Facilities Company, Inc.

William L. Talbert  
Clark Construction Mid-Atlantic Region

James W. Todd  
JWT, Inc.

David F. Traynham  
The Boeing Company

Daniel G. Waetjen  
BB&T Greater Washington DC Region

Charles B. Walker  
Albermarle Corporation

Martin D. "Art" Walsh  
Walsh Colucci Lubeley Emrich & Walsh, PC



**Washington Airports Task Force**

www.washingtonairports.com

**Comment on MWCOG's New CLRP**

July 14, 2012

The Honorable Todd Turner, Chairman  
National Capital Region Transportation Planning Board  
777 North Capitol Street, NE, Suite 300  
Washington, D.C. 20002-4239

Dear Chairman Turner:

The Washington Airports Task Force (WATF) appreciates this opportunity to comment on the revised draft 2012 CLRP, draft FY 13-18 TIP, and the Air Quality Conformity Analysis.

When the philosophy behind the region's transportation planning is measured against the reality of the land uses, the TIP and CLRP are shown to be deficient in their ability to meet the region's surface transportation requirements. They may be perfectly adequate to help the region comply with federal requirements, but they are deficient as transportation plans.

*WATF strongly recommends that this fundamental deficiency be addressed in the preparation of the next CLRP.*

This statement should not be considered as a negative comment upon the capabilities of the TPB staff, which this Task Force holds in high regard from our working relationship with them over the last three decades. The deficiency lies in the political philosophy and process that constrains the TPB staff in their ability to offer transportation solutions to fully match the region's existing and projected land uses.

The region's philosophy is to focus growth on mixed use activity centers and to link these centers with multi-modal surface transportation. The ability of the

region to achieve this land use philosophy in our free society obviously will be based on human choice, i.e. market forces. Currently there would appear to be a strong demand for mixed use urban style communities. However while much growth should be accommodated in activity centers the transportation needs of the existing population still needs to be served.

The problem comes in the surface transportation to link the activity centers to each other and to the rest of the region. The CLRP places a heavy emphasis on transit to link the activity centers. Due to the high cost of expanding the region's rail transit network, 90% of future transit likely will be road based, and that means dedicated traffic lanes if the transit is to provide a practical alternative to the automobile for people living and working in the activity centers. *History does not suggest that the region's elected officials will be willing to close existing highway lanes in order to restrict their use to transit vehicles, nor does the CLRP seem to include the construction of sufficient new highway capacity to accommodate the dedicated transit requirement.*

Further, the vast majority of the region's population will not reside in activity centers, and are not likely to have attractive transit options to the automobile. Both these factors underline the importance of resolving congestion on our highway network. Put simply, *if the congestion is not resolved, the proposed transit solutions will not work.*

The level of access to the region's rail transit is provided by an analysis published in March by the Northern Virginia Regional Commission (NVRC). The study only covers the Northern Virginia portions of our region, but it shows that today 4.5% of residents live within walking distance (typically half a mile) of a rail transit stop, and by 2040, the figure will only have risen to 7.5%, even with growth focused in mixed use activity centers. While this Task Force would expect the District of Columbia to have a much higher percentage of residents and employees able to use rail transit, the Northern Virginia figures may not be dissimilar to those that would be found from an analysis of suburban Maryland.

The NVRC analysis also shows that today 18% of residents (including the Silver line now under construction) live within a full mile of rail stops a figure expected to expand to 24% in 2040. This underlines the importance of providing practical mechanical links to rail stops which are user friendly under all weather conditions in order to bring a much higher percentage of the population within usable distance of the region's rail transit system. *The CLRP does not seem to address this need.*

Not all projected regional growth is focused on mixed use activity centers. Some localities in the MWCOG region still plan to generate more jobs than housing, thus extending commuting distances. As a result, the 2030 Group estimates that the region's inward commuting will expand from 350,000 vehicles a day today to 750,000 a day in 2030. *The CLRP does not seem to address this reality either.*

In June the TPB reported that regional access to our regions three scheduled service airports has deteriorated under the implementation of past TIPs and CLRPs. This is a matter for serious concern. Airport access effects where many employers chose to locate. If activity centers lack swift and reliable access to air service they will not reach their planed potential. *Many required airport access improvements are not included in the TIP/CLRP.* Detailed comments on airport access needs were made to TPB last year.

Four specific deficiencies with respect to Washington Dulles are noted below:

1. Missing from the CLRP is the proposed bridge across the Dulles Corridor just east of Route 28 – the Horsepen Bridge which would link the Dulles Corner and future CIT/Dulles World Center employment areas. Long term, without this bridge, people seeking to move between the Dulles Corner and the CIT area will be forced to take a seven mile drive via Route 28 to cross the Dulles Corridor. The impact of this additional traffic on Route 28 will cause that road, even in its developed form, to fail at the entrance to Washington Dulles International Airport. The CIT/Dulles Corner area is a growing major mixed use activity center served by a proposed Silver Line station, but divided by the Corridor. Movement between the two halves of this activity center will be large.

As the economy of the region is dependent upon the services provided at its three airports, and as the Transportation Planning Board has recently assessed the degradation in airport access, the burden placed on Route 28 if the Horsepen Bridge is not constructed will be serious.

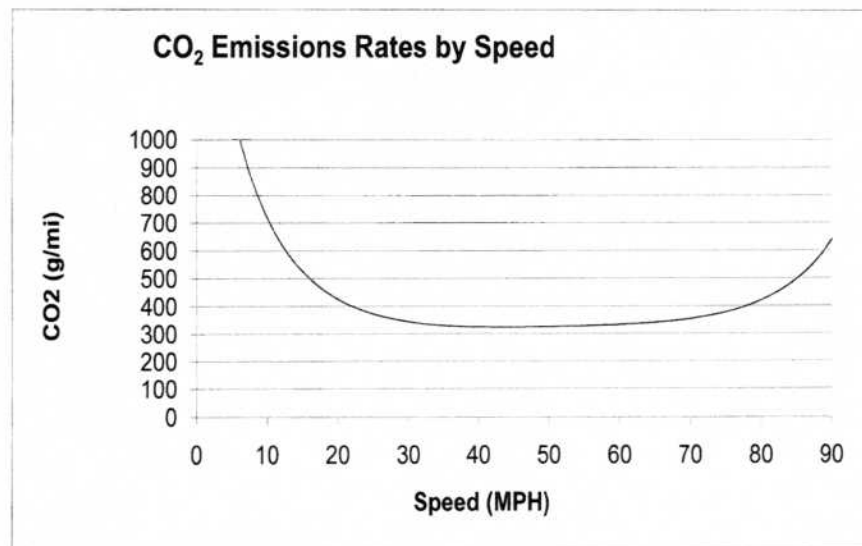
2. The 18-mile Dulles Loop encircling the airport will essentially need to be an eight-lane freeway by 2030, let alone by 2040, if the region is to maintain its access to Washington Dulles. Travelers, employees and air cargo approaching the airport from the south, the north and the west must use part of the Loop. When the Loop is congested, it can easily add 20 to 30 minutes to the airport trip and back-up the major roads leading into it. While short term improvements to the roads forming the Dulles Loop appear to be in the TIP, the CLRP carries no recognition of the longer term need, and this is a serious deficiency which will affect the entire region.
3. Restoration of two spot improvements to I-66 inside the Beltway as a matter of urgency, were noted in an earlier comment.
4. Tri-County Parkway: The EIS for the Tri-County Parkway selected a different “Bi-County” alignment between Prince William and Loudoun as the Locally Preferred Alternative, rather than the original alignment that included Fairfax County. The Task Force recommends that both the Bi-County and the original Tri-County alignments be kept in the CLRP. They will undoubtedly be needed, and the retention of the Tri-County Parkway in the CLRP will preserve the right-of-way for the future development of this road, largely as a local service at-grade artery. The southern portions of the Tri-County

Parkway from Manassas to I-66 also will provide relief for Route 28 between Centreville and Manassas. To underline the importance of the Bi and Tri-County Parkways, the Task Force notes that:

- The junction of Route 28 and I-66 now is the third largest freight chokepoint in the Commonwealth of Virginia. Delays at this intersection are costing the freight industry over half a million hours of delay a year, according to a Cambridge Systematics freight study conducted for the Commonwealth of Virginia. MWCOG's freight conference in April 2011 also highlighted the area between Dulles Airport and I-66 as a growing freight chokepoint in the region.
- A threefold increase in traffic by 2030 is forecast between Washington Dulles and I-66 and points south and west of I-66. Route 28 cannot accommodate that flow. The answer is to create a network of roads, including the Bi-County Parkway as a limited access facility to carry interregional traffic, and the Tri-County Parkway as an at-grade facility to handle local traffic.

While greenhouse gas emissions may not be part of the federal conformity analysis, it should be noted that:

- a) About one-third of Northern Virginia and suburban Maryland greenhouse gas emissions come from transportation. (Electric transit and vehicles have some benefit, but largely push the greenhouse gas production to the electric power generation.)
- b) Based on MWCOG figures, a threefold reduction in greenhouse gas production is achieved by increasing highway speeds from 10 mph to 30 mph. So, all interests should be able to find common cause in highway transportation improvements.

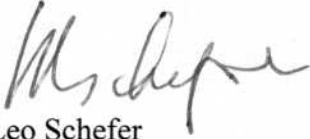


Source: UC Riverside based on southern California data, courtesy MWCOG

All these factors also underline the need for innovative thinking and innovative systems, even though such thought might be outside the limits created by federal requirements.

The Task Force would be happy to expand upon these issues with TPB Members and your staff, if that would be helpful.

Sincerely,

A handwritten signature in cursive script, appearing to read "Leo Schefer".

Leo Schefer





# County of Fairfax, Virginia

---

July 11, 2012

Chairman Todd Turner  
National Capital Region Transportation Planning Board  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002-4239

Dear Chairman Turner and TPB Members:

I-66 inside the beltway is one of our area's most congested corridors in both directions. As a member of the Fairfax County Board of Supervisors, I have been working to improve the commutes and day to day trips of our residents on I-66 outside the beltway. Several common sense improvements have already taken place, including increasing the times the shoulder lane is available during peak hours, use of the HOV slip ramps at Stringfellow Road and Monument Drive westbound during non-HOV hours, and the recently-opened new westbound lane between Ballston and Sycamore (Street Spot Improvement #1). These relatively small projects help to improve the commutes and ultimately the quality of life of our residents.

We need to move forward expeditiously with another common sense solution - the proposed additional lane on westbound I-66 between Sycamore Street and Washington Boulevard (Inside the Beltway Spot Improvement #2 ). It is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013-FY 2018 Transportation Improvement Program. Approving this project will enhance regional mobility, security, competitiveness and activity center access.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

Sincerely,

Supervisor Pat Herrity  
Fairfax County Board of Supervisors  
Springfield District

---

**SUPERVISOR PAT HERRITY**  
**SPRINGFIELD DISTRICT**  
**FAIRFAX COUNTY BOARD OF SUPERVISORS**  
6140 Rolling Road  
Springfield, VA 22152  
703-451-8873 TTY 711 Fax 703-451-3047  
Springfield@fairfaxcounty.gov



## Loudoun County, Virginia

---

Matthew F. Letourneau

Dulles District Supervisor

1 Harrison Street, S.E., 5<sup>th</sup> Floor, MSC #1, Leesburg, VA 20175

(703) 771-5069 • Matt.Letourneau@loudoun.gov • www.loudoun.gov/dulles

July 13, 2012

The Honorable Todd Turner, Chairman  
National Capital Region Transportation Planning Board  
777 North Capitol Street, NE, Suite 300  
Washington, D.C. 20002-4239

Dear Chairman Turner,

I urge the National Capital Region Transportation Planning Board to support the reinstatement of westbound I-66 Spot Improvement #2 in its FY 2013-FY 2018 Transportation Improvement Program (TIP).

I-66 is one of the region's most important transportation corridors, providing a critical link for Loudoun County residents to numerous major activity centers such as Washington Dulles International Airport, the District of Columbia, and Tysons Corner. It is also a major regional evacuation corridor and essential to regional homeland security preparedness.

The westbound I-66 Spot Improvement #1 (Fairfax Drive to Sycamore Street) that opened in December 2011 has greatly improved traffic flow and it is important that we build on this progress.

I would like to also endorse the following projects for inclusion in the FY 2013-FY 2018 TIP--

- **US 50 Widening** – Six-lane widening from VA 742 Poland Road to Route 28.
- **Dulles Corridor Metrorail Phase 1** – \$283.7 million
- **Dulles Corridor Metrorail Phase 2** – \$11.7 million
- **US 15/Edwards Ferry Road Grade-Separated Interchange**

The region's highly congested highway and transit networks threaten its global competitiveness. Completion of these projects will greatly enhance accessibility to important employment centers, assist in fostering economic development, and improve the quality of life for the residents of Loudoun County.

Sincerely,

Matthew F. Letourneau  
Dulles District Supervisor





## Loudoun County, Virginia

www.loudoun.gov

### Board of Supervisors

1 Harrison Street, S.E., 5th Floor, P.O. Box 7000, Leesburg, VA 20177-7000  
703/777-0204 • Fax: 703/777-0421 • email: bos@loudoun.gov

July 13, 2012

The Honorable Todd Turner, Chairman  
National Capital Region Transportation Planning Board  
777 North Capitol Street, NE, Suite 300  
Washington, D.C. 20002-4239

Dear Chairman Turner

I am writing to urge the National Capital Region Transportation Planning Board to support the reinstatement of westbound I-66 Spot Improvement #2 in its FY 2013-FY 2018 Transportation Improvement Program (TIP)

I-66 is one of the region's most important transportation corridors, providing a critical link to numerous major activity centers including the District of Columbia, Ballston/Rosslyn, Tysons Corner, Reston/Herndon and Washington Dulles International Airport as well as Loudoun and Prince William counties. It also is a major regional evacuation corridor and essential to regional homeland security preparedness.

The westbound I-66 Spot Improvement #1 (Fairfax Drive to Sycamore Street) that opened in December 2011 has greatly improved traffic flow and it is important that we build on this progress.

The region's highly congested highway and transit networks threaten this region's global competitiveness. Completing westbound I-66 Spot Improvement #2 (and the other projects referenced above) will generate thousands of jobs and greatly enhance regional activity center accessibility and sustainability.

Sincerely,

**Supervisor Geary M. Higgins**  
Loudoun County Board of Supervisors  
*Catoctin District*

PLEASE BE AWARE THAT ALL CORRESPONDENCE IS SUBJECT TO VA FOIA LAWS.

**BOARD OF DIRECTORS**

**CHAIRMAN**  
**David C. Whitestone**

**PRESIDENT**  
**Leo J. Schefer**  
Ronald D. Abramson  
Buchanan Ingersoll & Rooney

**Larry Baucom**  
The Greenwich Group International, LLC

**Monte Belger**  
Metron Aviation

**Cellerino Bernardino**  
Fort Lincoln New Town Corp.

**David Birtwistle**  
Balfour Beatty Construction

**The Honorable Marion C. Blakey**  
Aerospace Industries Association

**Anthony J. Broderick**

**Robert E. Buchanan**  
Buchanan Partners

**Randall P. Burdette**  
Virginia Department of Aviation

**John R. Byerly**

**Douglas N. Carter**  
Davis, Carter, Scott Ltd.

**Joseph L. Carter, III**  
Wells Fargo Real Estate Banking Group

**Jonathan K. Cherner**  
Chesner Automotive Group

**Elaine Curl**  
The Convention Store

**Gen. John R. Dalley**  
USMC (Ret.)

**William H. Dean**  
MC Dean, Inc.

**Sidney O. Dewberry**  
Dewberry

**Robert Dove**  
The Carlyle Group

**Amr ElSawy**  
Noblis

**David D. Flanagan**  
Elm Street Development

**F. Gary Garczynski**  
National Capital Land Development Company

**Andrew S. Garrett**  
Garrett Development Corp.

**Kenneth E. Gazzola**  
FightLogix, Inc.

**Stephen L. Gelband**  
Hewes, Gelband PLLC

**Jonathan Genn**  
Percontes, Inc.

**Aaron Georgelas**  
Georgelas Group

**Gasper Gulotta**

**Eric M. Hamberger**  
Fortessa, Inc.

**Stanley E. Harrison**  
John T. Hazel, Jr.

**The Honorable A. Linwood Holton, Jr.**  
McCandlish-Holton, PC

**Kathryn A. MacLane**  
Agr, Ltd.

**John W. Marriott, III**  
JWM Family Enterprises LP

**Tanya Matthews**  
TMG Construction Corporation

**The Honorable T. Allan McArtor**  
Airbus Americas, Inc.

**Dr. Alan Merten**  
George Mason University

**John G. Milliken**  
Venable LLP

**The Honorable Norman Y. Mineta**  
Hill & Knowlton

**Jonas Nelhardt**  
Hilton Worldwide

**Steven B. Peterson**  
The Peterson Companies

**Thomas F. Pumpelly**  
PCI Financial Group

**David T. Ralston, Jr.**  
Foley & Lardner, LLP

**Sandra J. Samuel**  
Lockheed Martin

**The Honorable Jeffrey N. Shane**  
Hogan Lovells, U.S., LLP

**Mark Sharer**  
Bank of America

**J. Knox Singleton**  
Inova Health System

**Charles V. Stipanovic, Jr.**  
Aviation Facilities Company, Inc.

**William L. Talbert**  
Clark Construction Mid-Atlantic Region

**James W. Todd**  
JWT, Inc.

**David F. Traynham**  
The Boeing Company

**Daniel G. Waetjen**  
BB&T Greater Washington DC Region

**Charles B. Walker**  
Albermarle Corporation

**Martin D. "Art" Walsh**  
Walsh Colucci Lubeley Emrich & Walsh, PC



**Washington Airports Task Force**

www.washingtonairports.com

July 12, 2012

The Honorable Todd Turner, Chairman  
National Capital Region Transportation Planning Board  
777 North Capitol Street, NE, Suite 300  
Washington, D.C. 20002-4239

Dear Chairman Turner:

Please restore to the TIP the remaining two I-66 spot improvements. The congestion relief provided by the single spot improvement completed to date underlines the benefit many citizens will gain from the rapid completion of the remaining two spot improvements.

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.

As funding is available for these spot improvements, it would be almost criminal to forgo these projects when the benefits to the region are so apparent.

Sincerely,

A handwritten signature in black ink, appearing to read "L. Schefer". Below the signature is the printed name "Leo Schefer".

Leo Schefer



GREATER WASHINGTON  
Board of Trade

July 10, 2012

The Honorable Todd Turner, Chairman  
National Capital Region Transportation Planning Board  
777 North Capitol Street, NE, Suite 300  
Washington, D.C. 20002-4239

Dear Chairman Turner

The Greater Washington Board of Trade urges the National Capital Region Transportation Planning Board to reinstate the westbound I-66 Spot Improvement #2 in its FY 2013-FY 2018 Transportation Improvement Program (TIP)

The westbound I-66 Spot Improvement #1 (Fairfax Drive to Sycamore Street) that was successfully completed and opened in December 2011 has greatly improved traffic flow and has strengthened our region's emergency preparedness infrastructure. It is important that we build on this progress.

I-66 is one of our region's most important transportation corridors, providing a critical link to numerous major activity centers including the District of Columbia, Ballston/Rosslyn, Tysons Corner, Reston/Herndon and Washington Dulles International Airport as well as Loudoun and Prince William counties. It also is a major regional evacuation corridor and essential to regional homeland security preparedness.

Please reinstate this very important project. Thank you.

Sincerely,

Robert T. Grow  
Senior Director, Government Relations

July 5, 2012

The Honorable Todd Turner, Chairman  
National Capital Region Transportation Planning Board  
777 North Capitol Street, NE, Suite 300  
Washington, D.C. 20002-4239

Dear Chairman Turner:

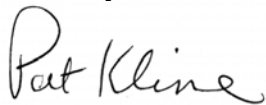
On behalf of the Northern Virginia Association of Realtors® (NVAR), I am writing to urge the National Capital Region Transportation Planning Board to support the reinstatement of westbound I-66 Spot Improvement #2 into its FY 2013-FY 2018 Transportation Improvement Program (TIP).

I-66 is one of the region's most important transportation corridors, providing a critical link from the District of Columbia and Northern Virginia's inner jurisdictions to Washington Dulles International Airport and Loudoun and Prince William counties. It also is a major regional evacuation corridor that is essential to regional homeland security preparedness.

The first westbound I-66 Spot Improvement #1 has greatly improved traffic flow between Fairfax Drive and Sycamore Street. It is important that we build on this progress and move forward on Spot Improvement #2.

The region's highly congested highway and transit networks threaten this region's global competitiveness. Completing westbound I-66 Spot Improvement #2 will greatly enhance regional accessibility and sustainability.

Sincerely,



Pat Kline, CIPS, GREEN, GRI, SRES, TRC  
Chairman of the Board



**Herndon Center**  
520 Huntmar Park Drive  
Herndon, VA 20170  
703.207.3228

**Fairfax Headquarters**  
8407 Pennell Street  
Fairfax, VA 22031  
703.207.3200

**Department Phones:**  
Membership 703.207.3256  
Education 703.207.3244  
Store 703.207.3215





PETER D. JOHNSTON

Senior Vice President  
Regional Manager

July 13, 2012

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

Dear Chairman Turner:

My name is Peter Johnston and I serve as the Senior Vice President and Regional Manager of Boston Properties' Washington, DC regional office. We have approximately 170 employees in the Washington region and own and manage over 10 million square feet throughout the region. I write to urge the National Capital Region Transportation Planning Board to support the reinstatement of westbound I-66 Spot Improvement #2 in its FY 2013-FY 2018 Transportation Improvement Program (TIP).

I-66 is one of the region's most important transportation corridors, providing a critical link to numerous major activity centers including the District of Columbia, Ballston/Rosslyn, Tysons Corner, Reston/Herndon and Washington Dulles International Airport as well as Loudoun and Prince William counties. It also is a major regional evacuation corridor and essential to regional homeland security preparedness. The westbound I-66 Spot Improvement #1 (Fairfax Drive to Sycamore Street) that opened in December 2011 has greatly improved traffic flow and it is important that we build on this progress.

The region's highly congested highway and transit networks threaten this region's global competitiveness. Completing westbound I-66 Spot Improvement #2 (and the other projects referenced above) will generate thousands of jobs and greatly enhance regional activity center accessibility and sustainability.

Sincerely,



Peter D. Johnston



Friday, July 13, 2012

The Honorable Todd Turner, Chairman  
National Capital Region Transportation Planning Board  
777 North Capitol Street, NE, Suite 300  
Washington, D.C. 20002-4239

Dear Chairman Turner:

Reston Limousine urges the National Capital Region Transportation Planning Board to support the reinstatement of westbound I-66 Spot Improvement #2 in its FY 2013-FY 2018 Transportation Improvement Program (TIP).

I-66 is one of the region's most important transportation corridors, providing a critical link to numerous major activity centers including the District of Columbia, Ballston/Rosslyn, Tysons Corner, Reston/Herndon and Washington Dulles International Airport as well as Loudoun and Prince William counties. It also is a major regional evacuation corridor and essential to regional homeland security preparedness.

The westbound I-66 Spot Improvement #1 (Fairfax Drive to Sycamore Street) that opened in December 2011 has greatly improved traffic flow and it is important that we build on this progress.

Reston Limousine also endorses the following projects for inclusion in the FY 2013-FY 2018 TIP --

**Arlington/Regional**

- I-66 Inside Beltway Spot Improvement #2 -- Sycamore Street/Washington Blvd. Exit to Dulles Access/Connector Road.
- VA 27/VA 244 Interchange -- Rehabilitate Washington Blvd. Interchange

**Alexandria/Regional**

- I-395/Seminary Road Reversible Ramp -- Key access for Mark Center BRAC facility.

*Limousines, sedans, vans and buses*

**Fairfax County**

- I-66/Vienna Metro Station – Transit ramp from east-and west-bound I-66 to Varden Street/Vienna Metro Station.
- Rolling Road/Franconia-Springfield Parkway/Fairfax County Parkway – Expand single lane loop ramp to two lanes.
- Route 7 Widening – Six-lanes from Rolling Holly Drive to Reston Ave.

**Loudoun County**

- US 15/Edwards Ferry Road Grade-Separated Interchange
- US 50 Widening – Six-lane widening from VA 742 Poland Road to Route 28.

**Prince William County**

- I-66 and US 15 – HOV and SOV widening and reconstruction of I-66/Route 15 Interchange
- Route 28 Widening – Nokesville Road between Route 234 Bypass and City of Manassas line.
- US Route 1 – Design six-lane divided highway between VA 638/Nebasco Mills Road/Blackburn Drive and VA 636 Feath erstone Road.
- Minneville Road – Construct 4-lane divided highway between VA 643/Spriggs Road and VA 234 Dunfries Road.
- Prince William Parkway – Construct 6-lane divided roadway between VA 641/Old Bridge Road and VA 640 Minneville Road.
- VA 840/University Blvd. – Construct and widen 4-lane divided highway between Sudley Manor and Hornbaker; reconstruct Prince William Parkway Interchange.

**Other Projects –**

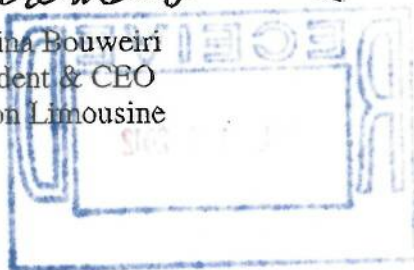
- Dulles Corridor Metrorail Phase 1 – \$283.7 million
- Dulles Corridor Metrorail Phase 2 – \$11.7 million
- PRTC – Bus acquisition and replacement, bus shelters and security enhancements
- Virginia Railway Express – Rolling stock acquisitions, stations, facilities, tracks, storage yards and track lease improvements.

The region's highly congested highway and transit networks threaten this region's global competitiveness. Completing westbound I-66 Spot Improvement #2 (and the other projects referenced above) will generate thousands of jobs and greatly enhance regional activity center accessibility and sustainability.

Sincerely,



Kristina Bouweiri  
President & CEO  
Reston Limousine



# **Access National Bank<sup>®</sup>**

***progressive business banking***

July 12, 2012

The Honorable Todd Turner, Chairman  
National Capital Region Transportation Planning Board  
777 North Capitol Street, NE, Suite 300  
Washington, D.C. 20002-4239

Dear Chairman Turner

Access National Bank urges the National Capital Region Transportation Planning Board to support the reinstatement of westbound I-66 Spot Improvement #2 in its FY 2013-FY 2018 Transportation Improvement Program (TIP)

I-66 is one of the region's most important transportation corridors, providing a critical link to numerous major activity centers. It is also a major regional evacuation corridor and essential to regional homeland security preparedness.

The westbound I-66 Spot Improvement #1 (Fairfax Drive to Sycamore Street) that opened in December 2011 has greatly improved traffic flow and it is important that we build on this progress.

Access National Bank also endorses the following projects for inclusion in the FY 2013-FY 2018 TIP –

- One / Two / Three

Our company employs approximately 300 professionals, many of whom reverse commute from revitalized areas of Washington DC and Arlington where urban “affordable housing” can be located. If we do not provide convenient and reliable transportation alternatives, we may lose these residents to neighboring jurisdictions (i.e. West Virginia and Pennsylvania) where we will still contend with the traffic but not realize the benefits we currently enjoy of this tax base.

The region's highly congested highway and transit networks threaten this region's global competitiveness. Completing westbound I-66 Spot Improvement #2 (and the other projects referenced above) will generate thousands of jobs and greatly enhance regional activity center accessibility and sustainability.

Sincerely,

Michael W. Clarke  
President, CEO





9720 Capital Court ▪ Suite 203 ▪ Manassas, VA 20110 ▪ 703.368.6600

July 10, 2012

The Honorable Todd Turner, Chairman  
National Capital Region Transportation Planning Board  
777 North Capitol Street, NE, Suite 300  
Washington, D.C. 20002-4239

Dear Chairman Turner:

The Prince William Chamber of Commerce urges the National Capital Region Transportation Planning Board to support the reinstatement of westbound I-66 Spot Improvement #2 in its FY 2013-FY 2018 Transportation Improvement Program (TIP)

I-66 is one of the region's most important transportation corridors, providing a critical link to numerous major activity centers including the District of Columbia, Ballston/Rosslyn, Tysons Corner, Reston/Herndon and Washington Dulles International Airport as well as Loudoun and Prince William counties. It also is a major regional evacuation corridor and essential to regional homeland security preparedness.

The westbound I-66 Spot Improvement #1 (Fairfax Drive to Sycamore Street) that opened in December 2011 has greatly improved traffic flow and it is important that we build on this progress.

The Prince William Chamber also endorses the following projects for inclusion in the FY 2013-FY 2018 TIP:

- **I-66 and US 15** – HOV and SOV widening and reconstruction of I-66/Route 15 Interchange
- **Route 28 Widening** – Nokesville Road between Route 234 Bypass and City of Manassas line.
- **US Route 1** – Design six-lane divided highway between VA 638/Nebasco Mills Road/Blackburn Drive and VA 636 Featherstone Road.
- **Minneville Road** – Construct 4-lane divided highway between VA 643/Spriggs Road and VA 234 Dumfries Road.
- **Prince William Parkway** – Construct 6-lane divided roadway between VA 641/Old Bridge Road and VA 640 Minneville Road.
- **VA 840/University Blvd.** – Construct and widen 4-lane divided highway between Sudley Manor and Hornbaker; reconstruct Prince William Parkway Interchange.

The region's highly congested highway and transit networks threaten this region's global competitiveness. Completing westbound I-66 Spot Improvement #2 (and the other projects referenced above) will generate thousands of jobs and greatly enhance regional activity center accessibility and sustainability.

Sincerely,



  
Robert H. Clapper, II  
President & CEO



July 11, 2012

Mr. Todd Turner  
Chairman, Transportation Planning Board  
Metropolitan Washington COG, Suite 300  
777 North Capitol Street, NE  
Washington, DC 20002

Dear Chairman Turner and all TPB Members:

The Committee for Dulles represents the interests of individuals, organizations and businesses, both on and off Washington Dulles International Airport that are dedicated to developing and utilizing the full potential of Dulles Airport. The Committee for Dulles (CFD) advocates to insure that access both road and transit are available for the traveling public, employees, businesses, and air cargo firms serving the Dulles Airport. Founded in 1966, CFD is the oldest organization fostering the growth and development of Dulles Airport and its environs.

The Committee is strongly dedicated to assuring that essential highway is available to Dulles Airport. This includes access from Washington, DC and the inner core jurisdictions. I-66 and the Dulles Connector road provide this access. I-66 is one of this area's most congested corridors in both directions. The recently opened westbound Spot Improvement #1 has greatly reduced one of the region's bottlenecks and improved travel times.

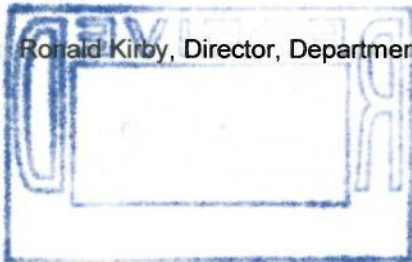
The proposed westbound I-66 "inside the Beltway" Spot Improvement #2 is a logical and necessary extension of Spot Improvement #1 and should be included in the FY 2013 - FY 2018 Transportation Improvement Program. Approving Spot Improvement #2 will enhance regional mobility, airport access, security in emergencies, and regional competitiveness.

I urge you to support inclusion of I-66 westbound Spot Improvement #2 in the Transportation Improvement Program update.

Sincerely,

Rich McCary  
President

cc: Ronald Kirby, Director, Department of Transportation Planning



Subject: Include I-66 Spot Improvement #2 in TIP

Dear TPB Members:

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

I urge you to re-instate westbound I-66 Inside the Beltway Spot Improvement #2 in the FY 2013-2018 Transportation Improvement Program.

I-66 provides key access to many regional activity centers and is a major evacuation route that is essential to homeland security preparedness.

Westbound Spot Improvement #1 has noticeably improved corridor traffic flow. Approving Spot Improvement #2 will further enhance regional mobility, security and economic competitiveness.

---

The comment above was sent via postcard from the following individuals:

David Weans  
Purcellville, VA

Mary Beth Coga  
Reston, VA

John Roddy  
Alexandria, VA

Philip Ebaugh  
Purcellville, VA

John Plant  
Edgewater, MD

Kenneth Prince  
Bristow, VA

Rachel Muh  
Fairfax, VA

Irida Koph  
Gaithersburg, MD

Roland Shuffleburg  
Ashburn, VA

Zeb Hoffman  
Leesburg, VA

Amy Huling  
Leesburg, VA

Rich McDonough  
Herndon, VA

Lindsay Gardner  
South Riding, VA

Kellie Gurnell  
Ft. Meade, MD

Jahid Russel  
Herndon, VA

Larry Dickenson  
Manassas, VA

Charles Smith  
Spotsylvania, VA

P. Kurt Rodgers  
Gainesville, VA

Jeff Head  
Warrenton, VA

Garry Palleschi  
Arlington, VA

Dave Cordingley  
Herndon, VA

Heather Kircher  
Leesburg, VA

Sean Maloney  
Centreville, VA

Irene Massie  
Reston, VA

Tricia Labud  
Alexandria, VA

Karen Hammond  
Falls Church, VA

Thomas Rodgers  
Culpeper, VA

M. Post  
Lorton, VA

Dave Daniels  
Falls Church, VA

Richard Long  
Warrenton, VA

William Fissel  
Herndon, VA

Clark Massie  
Reston, VA

Rick Proffitt  
Fredericksburg, VA

Tracy Reynolds  
Falls Church, VA

Kelly Sherman  
Gainesville, VA

David Frank  
Stephens City, VA

Chris Tacinglu Oak Hill, VA	Hia Tran Alexandria, VA	Rick Riviere Alexandria, VA
Gina Schuer Purcellville, VA	Tue Phung Chantilly, VA	Michelle Bailey Fairfax, VA
T. Campbell Gainesville, VA	Davis Chau Alexandria, VA	Nathaniel Ling Fairfax, VA
Barry McClenahen Fredericksburg, VA	Scott Clarke Ashburn, VA	Kurt Thompson Fairfax Station, VA
Jeffery Whiting Warrenton, VA	Carl Kaczmarek Clifton, VA	Jeremy Beck Clifton, VA
Sara Mariska Arlington, VA	Ister Morales Vienna, VA	Dave Maheney Centreville, VA
Elizabeth Baker Arlington, VA	C.P. Lin McLean, VA	Michael O'Shaughnessy Vienna, VA
Kim Follin Falls Church, VA	Scott Shifflett Fairfax, VA	Dan Abele Arlington, VA
Jonathan Puvak Arlington, VA	Johnise Molloy Herndon, VA	Marie Caraballo Gainesvills, VA
Suzie Pontzer Rockville, MD	Jamie Crown Leesburg, VA	Mark Unterkofler Clifton, VA
Meredith Sams Germantown, MD	Stephanie Corbin Leesburg, VA	Micael Alemu Alexandria, VA
Trish Whitty Silver Spring, MD	Alice Richardson Waterford, VA	Robert Biller Alexandria, VA
Yolanda Long Oxon Hill, MD	Kaveh Zomorodi Herndon, VA	Steve Shapiro Burke, VA
Ryan Rauner Fairfax, VA	Ben Rose Warrenton, VA	Jeff Chapin Fairfax, VA
Casey Veatch Reston, VA	Evan Ashe Alexandria, VA	Glenn Pearson Ashburn, VA
Ming Miles Reston, VA	Mark Baker Ashburn, VA	Benjamin Fernandez Fairfax City, VA
Charles Veatch Reston, VA	Rachelle Maleski Centreville, VA	Ross Burhouse Bristow, VA
Lorainne Ramos Nieves Falls Church, VA	Glen Faunce Fairfax Station, VA	Matt Giragosian McLean, VA
John Whitt Falls Church, VA	Matthew Arnone Arlington, VA	Tom Rust Herndon, VA