



MEMORANDUM

TO: Transportation Planning Board
FROM: Andrew Austin, TPB Transportation Planner
SUBJECT: Compilation of Comments Received on the 2016 Amendment to the Financially Constrained Long-Range Transportation Plan (CLRP), the FY 2017-2022 Transportation Improvement Program (TIP), and the Air Quality Conformity Analysis
DATE: November 16, 2016

Attached to this memo is a compilation of all comments received on the 2016 CLRP Amendment, the FY 2017-2022 TIP, and the Air Quality Conformity Analysis during the public comment and inter-agency review period held by the TPB from October 13 through November 12, 2016.

The comments are organized into the following groups:

1. Comments on the CLRP
 - a. Comments on the DC Dedicated Bicycle Lane Network (page 3)
 - b. Comments supporting the I-395 Express Lanes project and/or the I-66 Improvement projects both Inside and Outside the Capital Beltway (page 19)
 - c. Comments on the CLRP in general and on multiple projects (page 75)
2. Comments on the FY 2017-2022 TIP (page 103)
3. Comments on the Air Quality Conformity Analysis (page 107)



COMMENTS ON THE 2016 CLRP AMENDMENT

DC Dedicated Bicycle Lane Network

~~#1~~
#1

United House of Prayer For All People

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HONORABLE C. M. BAILEY, BISHOP

TESTIMONY

**Before the
NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD (TPB)**

**Wednesday, October 19, 2016
At 12:00 NOON
777 North Capitol Street, NE, Suite 300
Washington, DC 20002**

OF

Apostle S. Green, Director of Special Projects

**ON BEHALF OF THE HONORABLE BISHOP C.M. BAILEY,
CHIEF EXECUTIVE OFFICER & SOLE TRUSTEE**

Of

THE UNITED HOUSE OF PRAYER FOR ALL PEOPLE

STRONGLY SUPPORTING

**DDOT'S ALTERNATIVE #4
Two-way Protected Bike Lanes
On the East Side of 9th St, NW**

Good Afternoon to the distinguished Chair of this Board, and other distinguished Officers and Members:

My name is Apostle S. Green, Director of Special Projects for Bishop C.M. Bailey. I am honored to appear before you, today, on behalf of the Honorable C.M. Bailey, Bishop & C.E.O. of the National Body of the United House of Prayer, situate in some 28 States in our Nation, with some 137 total Congregations, of which 11 are located here in the DC, MD, and VA Metropolitan Area, and include our Nat'l Hdqtrs. Congregation, located along the 6th St NW travel corridor of the District of Columbia, just one block from the DC Convention Center.

Since our last appearance before this body, Bishop C.M. Bailey has asked that I bring to this Board his respectful request for your urgent attention to his unequivocal support of DDOT's Alternative #4 – Two way Protected Bike Lanes on the East Side of 9th St, NW, by reason of the following:

- ❖ DDOT Alternative #4 – Two-way Protected Bike Lanes on the East Side of 9th St, NW has emerged following more than 18 months of good faith, objective dialogue, two widely reported DDOT-sponsored community hearings (one held in Oct, 2015 at the Watha Daniels Public Library, 7th & R Sts, NW; and the other, on Feb 6, 2016, at the KIPP Academy 451 P St, NW)
- ❖ In a startling reversal of this hard-won, objectively arrived at process, TPB's agenda material, today, reveals DDOT submission of Two-way Protected Bike Lanes on 6th St, NW [see "protected bike lane" matrix, attached], that will result in reduction of North/South travel lanes on 6th St, NW, from Mass Ave up to Florida Ave, NW, from 4 down to 2 lanes, alongside Natl Hdqtrs of United House of Prayer.
- ❖ Eliminating travel lanes along 6th St, NW corridor, in lieu of protected bike lanes are clearly untenable due to:
- ❖ Longstanding traffic congestion Southbound on 6th St, NW, in the AM morning rush to Downtown DC; and similar traffic congestion Northbound on 6th St, NW, in the PM evening rush away from Downtown DC

- ❖ **The 20,000-30,000 attendees evacuating from the Verizon Center National Hockey games, and/or the Wizards basketball games, required to exit North on 6th St, NW to New York Ave (I-395) to exit the District of Columbia. Added to this untenable mix is the fact that 6th & New York Ave is just one block from the DC Convention Center – thus, **already**, one of the most congested intersections in DC, **without the addition of through “protected bike lanes”!****

- ❖ **In addition, for many years, now, crowds of literally thousands of parishioners from a number of States across the Nation, and from among our 137 congregations, visit our Natl Hdqtrs on 6th St, NW, several times a year. On occasion, due to demands on attendance, we go directly across the street to the DC Convention Center to accommodate the volume of parishioners, arriving by interstate buses and private automobiles.**

- ❖ **It is inconceivable that objective transportation planners could reasonably decide upon such a venue as described along the 6th St, NW corridor as providing optimum protection and safety for bicyclists in the District, in lieu of nearby alternatives thoroughly vetted and recommended by various DDOT studies and engineering analyses, for nearly 18 months. [See PIXs, attached]**

On behalf of Bishop C.M. Bailey, I thank you, Mr. Chairman.

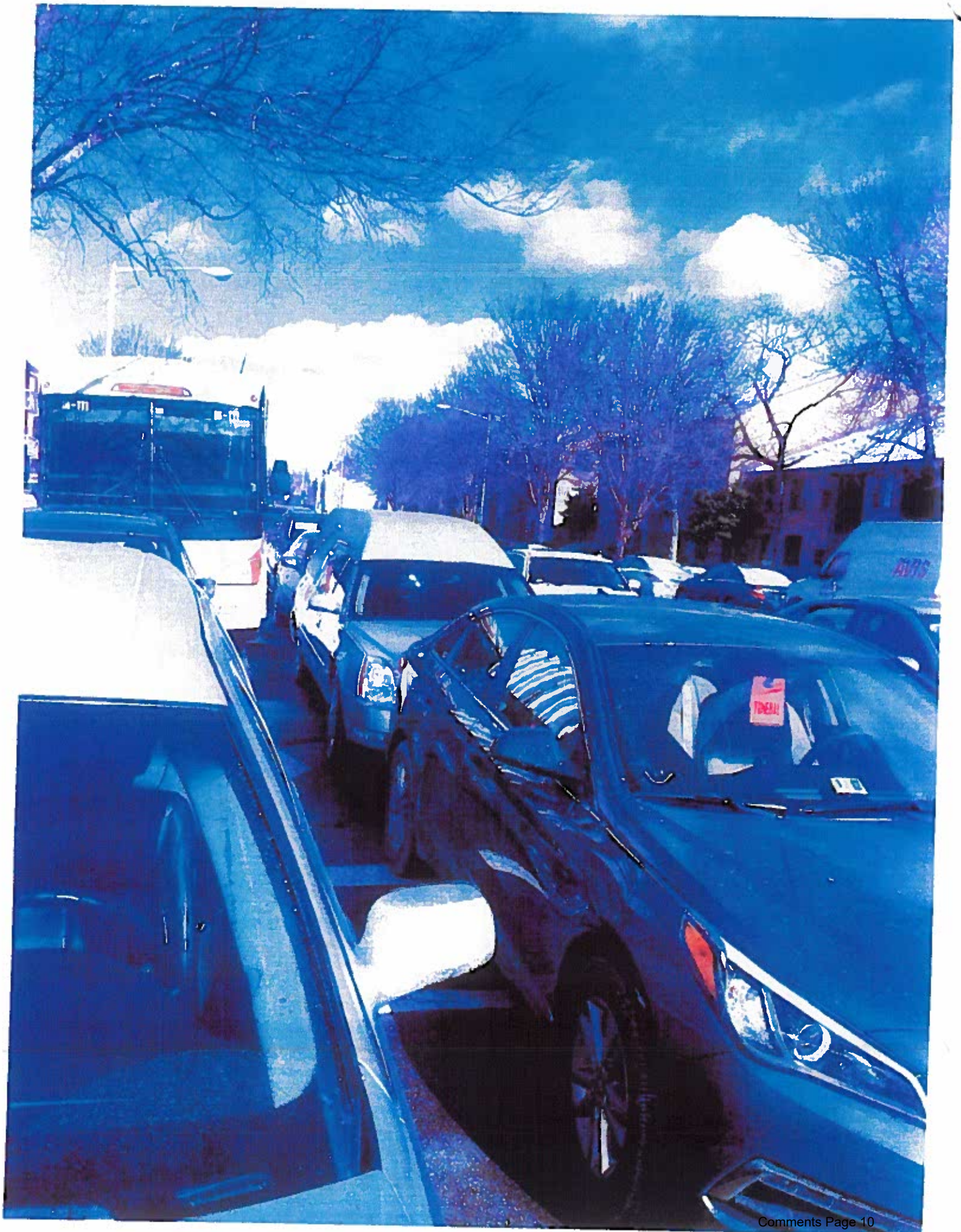
2016 CLRP AMENDMENT and FY2017-2022 TIP AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

09/14/16

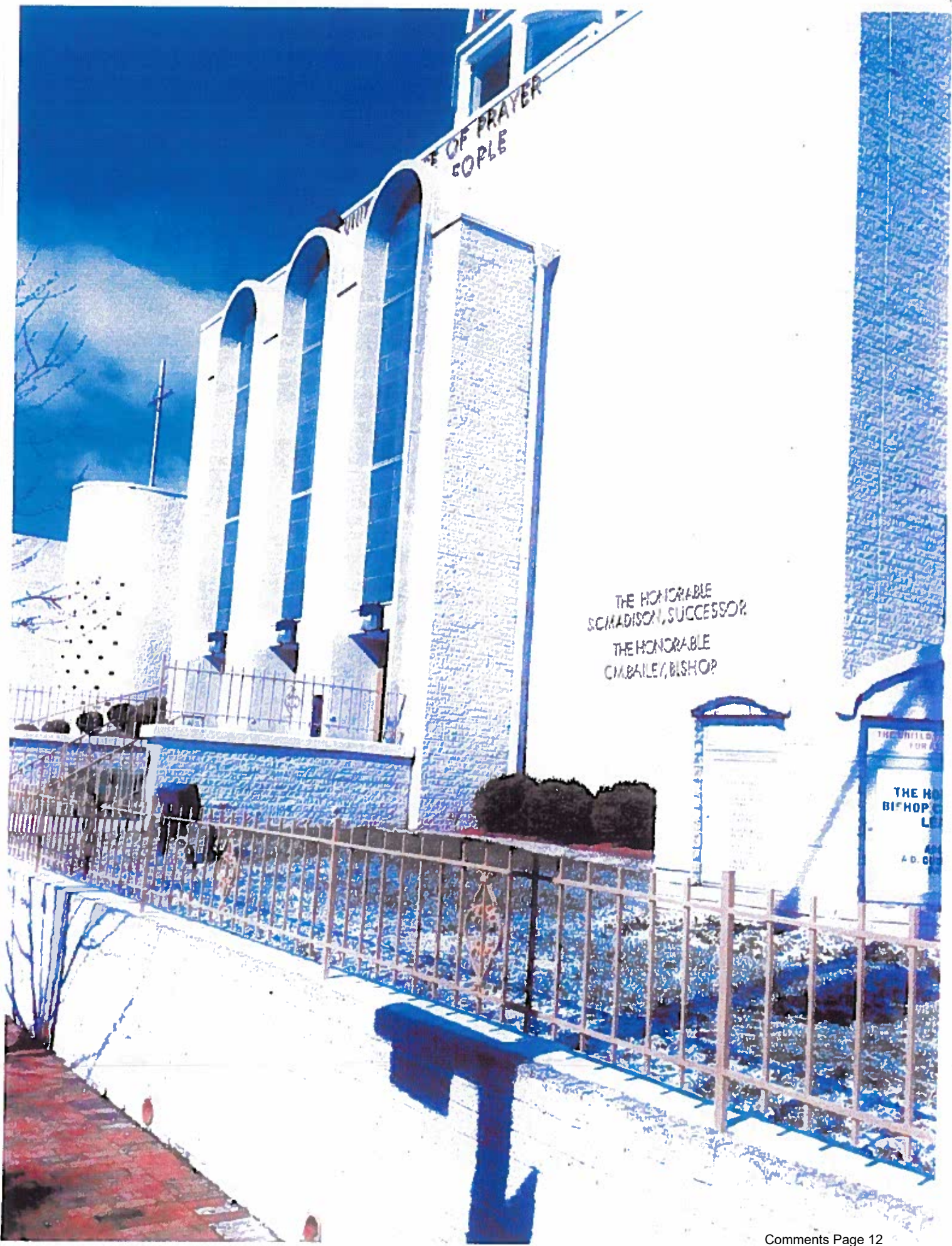
ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		lanes		Completion Date
							Fr	To	Fr	To	
609			Reduce Capacity	South Capitol Street	Firth Sterling Ave.	Southern Ave Maryland state line			5	4	2015
663			Reduce Capacity	Adams Mill Rd. NW	Kenyon	Kingle			3	2	2015 2016
637 DP19			Reduce Capacity	4th Street SW	Pennsylvania Avenue SW	Virginia Avenue SW			4	2	2014
636 DP20			Reduce Capacity	Reno Road NW	36th Street NW	Tilden Street NW			4	2	2015
700 DS7			Reduce Capacity	4th Street SW	M Street	P Street			4	2	2015
701 DS8			Reduce Capacity	6th Street NE	Florida Avenue	K Street			2	2	Complete
702 DS9			Reduce Capacity	7th Street NW	New York Avenue	N Street			4	2	2015 2016
703 DS10			Reduce Capacity	12th Street NW	Pennsylvania Avenue	Massachusetts Avenue			4	2	2015 2016
704 DS11			Reduce Capacity	14th Street NW	Florida Avenue	Columbia Road			4	3	Complete
705 DS12			Reduce Capacity	Brentwood Parkway NE	6th Street/Penn Street	9th Street			4	2	2015 2016
717 DS13			Reduce Capacity	Florida Avenue NE	3rd Street	West Virginia Avenue			2	1	2015 2016
710			Reduce Capacity	Florida Avenue NE	2nd Street	3rd Street			6	4	2015
707 NRS			Reduce Capacity	New Jersey Avenue NW	H Street	Louisiana Ave			6	5	2015 2017
713 DS14			Reduce Capacity	Pennsylvania Avenue NW	17th Street	20th Street			4	2	2015 2016
712 DS15			Reduce Capacity	Pennsylvania Avenue NW	18th Street	18th Street			5	4	2015 2017
715 DS16			Reduce Capacity	Pennsylvania Avenue NW	26th Street	28th Street			6	4	2015 2017
716 DS17			Reduce Capacity	Pennsylvania Avenue NW	28th Street	29th Street			5	4	2015 2017
714 DS18			Reduce Capacity	Pennsylvania Avenue NW	20th Street	26th Street			4	2	2015 2017
709 DS19			Reduce Capacity	Wheeler Road SE	Alabama Avenue	Southern Avenue			6	4	2015 2017
837 DS20			Reduce Capacity - bike lanes	4th Street NE	Lincoln Rd. NE	Harewood Rd. NE			4	2	2015 2016
829 DS21			Reduce Capacity - bike lanes	6th Street NW	Constitution Avenue	Massachusetts Avenue			4	2	2016
830 DS22			Reduce Capacity - bike lanes	6th Street NW	Massachusetts Avenue	Florida Ave NW			6 peak - 4 offpeak	4 peak - 2 offpeak	2016
832 in base			Reduce Capacity - bike lanes	Blair Road NW	Peabody St. NW	Aspen St. NW			4	2	2016
833 DP21			Reduce Capacity - bike lanes	Constitution Avenue	1st Street NW	Pennsylvania Avenue NW			3	2	2016
DS23			Reduce Capacity - bike lanes	Harewood Road NW	Rock Creek Church Road NW	North Capitol Street			6	4	2016
834 DS24			Reduce Capacity - bike lanes	Kingling Road NW	Adams Mill Road NW	Porter Street NW			2	1	2016
835 DP22			Reduce Capacity - bike lanes	Louisiana Avenue NW	Columbus Circle NE/ Mass Ave NE	Constitution Avenue NW			4	2	2016
836 DS25			Reduce Capacity - bike lanes	Piney Branch Road NW	Georgia Avenue NW	Underwood Street NE			4	3	2016
839 DP23			Reduce Capacity - Bus Priority	16th Street NW	Arkansas Avenue NW	Columbia Road NW			4	2	2016

Comments Page 9

NOTE: Shaded areas represent changes from the 2015 CLRP.







HOUSE OF PRAYER
FOR THE PEOPLE

THE HONORABLE
SCMADISON, SUCCESSOR
THE HONORABLE
CM. BAILEY, BISHOP

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FOR A
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Frank S. Wiggins

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TESTIMONY

Before the
**NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD (TPB)**

Wednesday, October 18, 2016
777 North Capitol Street, NE, Suite 300
Washington, DC 20002

Testimony of

FRANK S. WIGGINS, ANC Commissioner 6E-03

Good Afternoon Mr. Chairman, Vice Chair and Board members;

My name is Frank Wiggins, ANC Commissioner for SMD 6e03. Seven months ago, I stood before this body hoping my testimony would be considered before the wrong decision is made regarding dedicated bike lanes, which could penetrate the 6th Street corridor of Shaw. After multiple meetings with DDOT, and several elected city officials, I feel we are back at square one and fighting the same battle, even when the city's own analysis states another street is a better option and less impactful. Those I was elected to represent, are not against bike lanes but they are UNITED in being against bike lanes on 6th St. Many of the residents are gravely concerned about the negative impacts dedicated bike lanes present to our neighborhood.

These negative impacts are of particular concern to the parishioners from the United House of Prayer, First Rising, Mount Zion Baptist Church, Miles AME, Galbraith AME and Springfield Baptist, all located on the

Frank Wiggins Testimony

same 6th St. corridor, totaling almost 500 years of history for 5 churches. The negative impacts dedicated bike lanes can present to our neighborhood involves severely increased congestion on the major 6th Street, NW thoroughfare, to downtown. With the loss of an entire Northbound or Southbound travel lane to allow for these protected bike lanes, there will be a lower level of service for those seeking 6th St, M St or New York Ave as an exit strategy out of the area, departing by the thousands from the Verizon Center or the DC Convention Center.

It does not escape us that DDOT desires to make the streets safer for bikers, we want a safer city too. Be reminded, in the past two years 11 minority churches in DC have closed due to severe parking constraints in the city. Recently DC Govt. sold a parking lot located at 8th and O. The affect? Just a few months ago the Sale became final and Scripture Cathedral once located on 9th and O, is now located in Hyattsville MD. In every similar case, developers swooped in, bought the vacated churches and turned them into condos. The best kept secret in DC is that churches are closing due to parking constraints, and the number of churches closing their doors quietly continues to rise! You won't find this headlining the 11 o'clock news, or on the front page of the Washington Post! Do we push 5 more churches out of the city so DC can increase its bragging rights about how many miles of bike lanes we have? How the air quality has improved, or read how another developer is building more condos where there used to be a place of worship? We have a constitutional right to preserve our faith. I speak for the 11 minority churches who no longer have a voice, for the 5 additional minority churches who want to stay! Who live here, worship here, shop here! In conclusion, it is our hope TPB and DDOT will arrive at a solution that will be a victory for the community I represent. Your decision is much bigger than bike lanes or developers who would love to purchase more real estate. The wrong decision will impact lives and reverberate for generations to come. Thanks again for your time.

I strongly support the Constitution Ave Bike Lanes to facilitate cross-city transport for cyclists. It is currently unsafe to bike anywhere in that vicinity

Haley Woodward
Washington, DC
haley.peckett@gmail.com

As a [member of the United House of Prayer for All People/ resident of the Shaw Neighborhood], I am against protected bike lanes along the 6th Street, NW Corridor, and I am in favor of 9th St NW Corridor as a less congested and safer alternative.

The comment above (or variations of it) was received online from the following signatories (156):

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COMMENTS ON THE 2016 CLRP AMENDMENT

I-395 Express Lanes Project and/or I-66 Improvements Inside and Outside the Capital Beltway

From: Office of Senator Favola <district31@senate.virginia.gov>
Sent: Monday, October 17, 2016 10:00 AM
To: TPBcomment
Cc: Barbara Favola; David Skiles (wife Morgan)
Subject: Fwd: I-395 Express Lanes Extension

SENATE OF VIRGINIA

BARBARA A. FAVOLA
31ST SENATORIAL DISTRICT
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COMMITTEE AS
LOCAL GOVERN
REHABILITATION
TRANSPORTATION

October 13, 2016

Dear Secretary Layne & Chairman Lovain,

The Interstate 395 Express Lanes project is an important project for the Northern Virginia region and will provide transportation choices for thousands of commuters that utilize this important north-south corridor every day. The 495 and 95 Express Lanes have a proven record of relieving congestion in Northern Virginia and the decision to move forward with the I-395 Express Lanes will help develop a regional network for commuters.

Another important reason to support the 395 Express Lanes is the dedicated transit funding that will be available as a result of this project. These transit funds can be used to develop important projects such as improved bus service that will get cars off the roads and provide more commuting choices.

The 395 Express Lanes will also improve HOV service along the corridor. Much like the 95 Express Lanes, the new 395 Express Lanes will reduce HOV violations and improve travel times for carpoolers and sluggers who rely on the HOV lanes to get to and from the major employment centers in Arlington County and Washington, DC.

I believe the I-395 Express Lanes are critical for the Northern Virginia region and encourage the approval of this project. Doing so would allow Virginia to move forward with a project that has been delayed for many years.

Thank you for your consideration of my comments.

Sincerely,

A handwritten signature in cursive script that reads "Barbara Favola". The signature is written in black ink and is positioned above the printed name.

Barbara Favola

Throughout my 25 years serving in the Senate of Virginia, transportation has been one of my top priorities. One of the most significant and favorable developments for transportation in Northern Virginia during this time has been the express lanes projects. Today I write to endorse the Interstate 395 express lanes project. This project will provide transportation choices for thousands of commuters that utilize this important north-south corridor every day. The 495 and 95 Express Lanes have a proven record of relieving congestion in Northern Virginia and the decision to move forward with the I-395 Express Lanes will help develop a regional network for commuters.

The 395 Express Lanes project will provide dedicated transit funding. These transit funds can be used to develop important projects such as improved bus service that will get cars off the roads and provide more commuting choices.

The 395 Express Lanes will also improve HOV service along the corridor. Similar to the experience with the 95 Express Lanes, the new 395 Express Lanes will reduce HOV violations and improve travel times for carpoolers and sluggers who rely on the HOV lanes to get to and from the major employment centers in Arlington County and Washington, D.C. The 395 Express Lanes are critical for the Northern Virginia region. I encourage your approval of this project.

Thank you for your attention.

Sincerely,

Janet Howell
Senator
District 32

Good afternoon,

I am sending this email to voice my support for the I-395 express lanes project. This project will provide much needed dedicated transit funding. The 395 Project will provide choices for thousands of commuters who now struggle with navigating this highly congested corridor every day. I have seen the success realized by the I-95 and I-495 Express Lanes and look forward to similar congestion relief for the I-395 corridor.

The new transit funding that will be provided by this project will help get cars off the road through improved bus service and other multimodal alternatives. Carpoolers and sluggers who now rely on the HOV lanes will realize faster trips as they travel to Arlington and Washington each day for work.

It has been really frustrating to see this important project delayed for so many years. The time is now to get increased capacity and transit improvements on the I-395 corridor and the proposed express lanes will accomplish that purpose. They are critically important to Northern Virginia and most worthy of your support.

Please feel free to contact me directly if I can be of any assistance with this matter.

Best,
Pat

Delegate Patrick A. Hope
Virginia 47th District
delphope@house.virginia.gov
703-486-1010 District Phone

To Whom It May Concern:

I write in support of the proposed extension of the express lanes along I-395. Increasing capacity along the I-395 corridor by extending the Express Lanes north is exactly what Northern Virginia needs to unlock the regional economy. Commuters along these congested corridors will benefit from shorter commute times and increased transportation choices. This project will result in a dedicated corridor for carpoolers and buses, while also providing new transportation choices for all motorists to reach their destination.

The increased capacity of the 395 Express Lanes in addition to reducing congestion along the corridor will also provide a safer trip for commuters and help prevent traffic accidents just as it has with the other express lanes projects in Northern Virginia.

I encourage your approval of the I-395 Express Lanes Project.

Thank You,

Beth Arthur, Sheriff
Arlington County Sheriff's Office
1425 N Courthouse Road
Suite 9100
Arlington, Va 22201
(703) 228-4460

From: Dave Marsden <david.marsden37@gmail.com>
Sent: Wednesday, October 19, 2016 3:23 PM
To: TPBcomment; 395expresslanes@vdot.virginia.gov
Subject: I395 Express Lanes Comments

To Whom It May Concern,

As a State Senator from Fairfax County and a member of the Senate Transportation Committee, I have closely followed the development of the express lanes in Northern Virginia. These projects have a record of relieving congestion and have benefited our region and my constituents.

I was pleased to learn of the plans to move forward with the northern expansion of the I-395 Express Lanes, this is an overdue project. Increasing capacity along the I-395 corridor by extending the Express Lanes north is a big piece of what Northern Virginia needs to help address our serious transportation challenges and improve our economy.

I hope you will continue to balance the need to reduce congestion through expanded roadways with the need to remove vehicles from the road through multi-modal transportation options. As currently described the project will provide important new transportation choices for motorists to reach their destination including a dedicated corridor for carpoolers and buses and dedicated transit funding. I hope to see those options continue to be prioritized as the project moves forward. I also believe that it was a good choice to include a remedy for the aggravating circumstance that motorists would encounter with the toll to reach 495 when traveling south from Washington D.C.

As we have seen with the 495 and 95 Express Lanes, commuters along these congested corridors have benefited from shorter commute times and increased transportation choices. The 395 Express Lanes project should bring these same benefits to commuters along this corridor. I urge your approval of this project.

Thank you,

Dave

Senator Dave Marsden

Kathy L. Smith
Board of Supervisors, Sully District
4900 Stonecroft Boulevard
Chantilly, VA 20151



Chair, Development Process Committee
Vice Chair, Transportation Committee
Chair, Fairfax-Prince William Inter-Jurisdictional Committee
Chair, Fairfax-Loudoun Inter-Jurisdictional Committee

October 19, 2016

Dear Secretary Layne & Chairman Lovain:

The Interstate 395 Express Lanes project is an important project for the Northern Virginia region and will provide transportation choices for thousands of commuters that utilize this important north-south corridor every day. The 495 and 95 Express Lanes have a proven record of relieving congestion in Northern Virginia and the decision to move forward with the I-395 Express Lanes will help develop a regional network for commuters. This project enjoys strong support among the business community and will do much to unlock the congestion on this important north-south corridor.

Another important reason to support the 395 Express Lanes is the dedicated transit funding that will be available as a result of this project. These transit funds can be used to develop important projects such as improved bus service that will get cars off the roads and provide more commuting choices.

The 395 Express Lanes will also improve HOV service along the corridor. Much like the 95 Express Lanes, the new 395 Express Lanes will reduce HOV violations and improve travel times for carpoolers and sluggers who rely on the HOV lanes to get to and from the major employment centers in Arlington County and Washington, DC.

I believe the I-395 Express Lanes are critical for the Northern Virginia region and encourage the approval of this project. By incorporating this project into the Constrained Long Range Plan, Virginia can finally move forward with that has been delayed for many years.

Thank you for your consideration. I hope all is well. Thank you.

Sincerely,

Kathy L. Smith
Sully District Supervisor
Fairfax County Board of Supervisors



County of Fairfax, Virginia

October 19, 2016

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

Dear Chairman Lovain:

I am writing to express my support of the inclusion of the 395 Express Lanes Project on the 2016 Constrained Long Range Plan Amendment. The current congestion on I-395 has led to commuters being stuck in traffic with unpredictable commute times and limited travel options and this project will provide new travel choices to the commuters along this corridor. As the I-395 corridor continues to attract major employment centers such as the Mark Center, this congestion will become more acute and will have a negative effect on mobility in the region.

As demonstrated with the I-495 and I-95 Express lanes, these lanes have proven to be very effective at reducing congestion along their respective corridors while providing commuters with a more reliable commute. While not every commuter chooses to utilize the Express Lanes, all drivers benefit with reduced congestion and a faster commute. Recent data shows that on the 95 Express Lanes the average daily time savings for a commuter in the General Purpose Lanes is 17.5 minutes while commuters utilizing the Express Lanes enjoy an average timesaving of thirty-three minutes. This is in stark contrast to the bumper-to-bumper traffic that I-395 commuters currently experience on a daily basis.

The 395 Express Lanes will add desperately needed capacity along the corridor while also providing a dedicated transit funding source that can be used to fund other important projects along the corridor. This 'all of the above' approach will help unlock the Northern Virginia region.

The proposed 395 Express Lanes will benefit the Northern Virginia region by providing transportation choices and improved access at critical points along the corridor. Moving forward with this project means that the Commonwealth can finally move forward with a project that has been delayed for years.

Thank you for your consideration of my comments. I look forward to working with the TPB on this and future projects affecting Fairfax County residents.

Sincerely,

Pat Herrity
Supervisor
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

Many commuters consider I-395 the most frustrating bottleneck in Northern Virginia. Commuter times on I-395 are unpredictable and the alternatives are few. The proposed I-395 Express Lanes project is the only viable option before us to increase capacity and reduce congestion in the corridor. I encourage TPB to approve it.

This commute is particularly frustrating for people who work at the Pentagon. I am very pleased to learn that proposed changes at the Eads Street interchange will bring much improved access to the Pentagon and facilitate traffic flow for commuters.

It is also great to hear that the project is not simply focusing on drivers but will also provide transit options that take cars off the road. Similarly, the express lanes have benefits for both those who are willing to pay a toll and for those who choose to use the free general purpose lanes. I understand that commuters on the general purpose lanes of the I-95 have saved on average more than 17 minutes per trip.

More choices, improved access, and less congestion on the I-395 corridor will boost the entire Northern Virginia region. Your leadership in moving the I-395 Express Lanes forward will be most appreciated.

Delegate Mark Sickles (D-Franconia)

Mobile: (760) 533-7262

Richmond: (804) 698-1043

District: (703) 922-6440

Fax: (703) 922-6880

info@marksickles.com

From: Jackson Miller <jackson@jacksonmillerva.com>
Sent: Wednesday, October 26, 2016 4:13 PM
To: TPBcomment; 395expresslanes@vdot.virginia.gov
Subject: Support of I-395 Express Lanes Project

Dear Chairman Lovain,

I represent the 50th District in the Virginia House of Delegates. I am writing to express my support for the I-395 Express Lanes Project and encourage the Transportation Planning Board to include this much needed project in the 2016 Constrained Long Range Plan.

While many of my constituents rely on important east-west corridors such as Interstate 66 and Route 29, the I-395 Express Lanes are an important project for the Northern Virginia region. With major employment centers along the I-395 corridor, this project is vital for the region's economy.

The I-395 Express Lanes are also an important component to Northern Virginia's regional express lanes network. Along with the current 495/95 Express Lanes and the pending I-66 Express Lanes, the I-395 Express Lanes will reduce congestion and provide a more reliable commute, not only for those who choose to use the I-395 Express Lanes, but also for those who use the general purpose lanes.

The I-395 Express Lanes are vital to Northern Virginia and will provide much needed transportation choices for the thousands of commuters that utilize the corridor every day. I encourage the Transportation Planning Board to approve this project.

Thank you for your consideration of my comments.

Regards,

Jackson Miller

--

Jackson H. Miller

Majority Whip, Virginia House of Delegates
50th District
P.O. Box 10072
Manassas VA 20108
[\(703\) 244-6172](tel:(703)244-6172)
www.jacksonmillerva.com

Jackson H. Miller
Owner/Agent, Crossroads Realtors
9216 Center Street
Manassas VA 20110
[\(703\) 530-1830](tel:(703)530-1830)
countryliving@earthlink.net

SENATE OF VIRGINIA

RICHARD L. SASLAW
DEMOCRATIC LEADER
35TH SENATORIAL DISTRICT
ALL OF THE CITY OF FALLS CHURCH; PART OF
FAIRFAX COUNTY; AND PART OF THE CITY OF
ALEXANDRIA
POST OFFICE BOX 1856
SPRINGFIELD, VIRGINIA 22151



COMMITTEE ASSIGNMENTS:
COMMERCE AND LABOR
COURTS OF JUSTICE
EDUCATION AND HEALTH
FINANCE
RULES

October 28, 2016

To Whom It May Concern:

As a member of the Virginia General Assembly for the last forty years, I have had no higher priority than transportation. The express lanes projects undertaken in Northern Virginia have had a very positive impact on transportation in our region. I am writing to let you know that the extension of the express lanes along Interstate 395 is worthy of your support. This project will significantly benefit Northern Virginia's economy by providing increased capacity along the I-395 corridor.

The Capital Beltway and 95 Express Lanes have proven that this type of project results in shorter commute times for not only those who use the express lanes but also for those in the general purpose lanes. The project will provide a dedicated corridor for carpoolers and buses while providing a variety of new transportation choices for commuters.

The benefits of this project do not stop with commuters. As we have seen with the other express lanes projects, it will provide significant benefits to our region's economy. Thousands of construction jobs were created and scarce transportation revenues were saved for other projects that could not benefit from the use of tolls by the Capital Beltway and 95 Express Lanes projects.

Northern Virginia commuters stand to benefit significantly from this project that has been delayed for years. I hope you will support finally moving forward with the I-395 Express Lanes. Commuters and our economy will benefit for years to come when this project is brought to reality.

Sincerely,

A handwritten signature in cursive script that reads 'Richard L. Saslaw'.

From: Rip Sullivan <ripsullivan48@gmail.com>
Sent: Friday, October 28, 2016 3:41 PM
To: TPBcomment
Subject: I-395 Express Lanes Comments

I write in support of the proposed I-395 Express Lanes project. I-395 cuts through the southeastern portion of the 48th House of Delegates district, and is a vital part of the daily commute for many of my constituents. I am optimistic that the proposed 395 Express Lanes project will cut down on rush hour traffic in one of the most congested regions of the country.

The project will increase capacity and likely reduce congestion for I-395 commuters, and will also help improve travel in the general purpose lanes on I-395. As the data from the 95 Express Lanes suggests, a general purpose lane commuter on I-95 saves an average of seventeen and one half minutes per trip because of the increased capacity offered by the 95 Express Lanes.

I am optimistic that the proposed 395 Express Lanes project will provide much needed relief to the congestion that burdens our region, but I hope VDOT will also focus on several issues that are important to Arlingtonians generally and my constituents in particular.

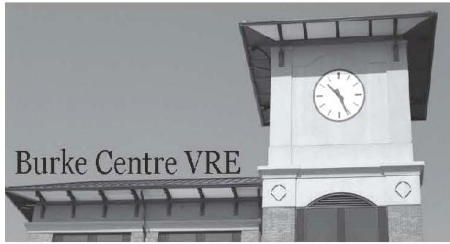
First, I request that VDOT conduct additional traffic impact analyses in certain core areas located near the proposed project, including Army-Navy Drive at S. Eads Street. Increased capacity naturally impacts roads neighboring 395, so it is crucial that we have a full understanding of how increased capacity affects traffic operations in the affected area.

Second, I request that the \$15 million allocated for transit as part of the 395 project will be prioritized for transit projects within the first 5 years of the project's implementation. I also request that VDOT dedicate a portion or a percentage of excess revenue collected as part of its revenue sharing agreements to provide additional transit funding for projects appurtenant to the 395 expansion.

Finally, I request that VDOT make every effort to mitigate noise associated with the additional capacity on I-395.

This is a project that is vital for Arlington, the Commonwealth of Virginia, and the 48th House of Delegates district. I thank you for the opportunity to voice my support, as well as share some of the concerns my constituents have about the project. I am confident VDOT will give each issue due consideration. With these comments in mind, I do request the approval of the proposed 395 Express Lanes. Traffic congestion is one of the most important—if not *the* most important—issues in the region, and I believe that the 395 express lanes project has the potential to improve my constituents' commutes—and lives--in the long term.

--
Richard C. (Rip) Sullivan, Jr.
Delegate, 48th District



John C. Cook

Braddock District Supervisor

Kings Park Library
9002 Burke Lake Road
Burke, VA 22015

703-425-9300
Braddock@fairfaxcounty.gov
www.fairfaxcounty.gov/braddock

October 24, 2016

Dear Secretary Layne & Chairman Lovain,

I am writing you today regarding Interstate 395 and the planned project that will extend the express lanes from the current terminus in Fairfax County north to Eads Street in Arlington County. The Interstate 395 project is critically important to the Northern Virginia region as it will bring a multi-modal solution that will increase capacity, provide travel choices and deliver relief to the thousands of daily commuters who utilize Interstate 395.

Improvements to the Interstate 395 corridor have been needed for many years. As you know, our region continues to experience unparalleled growth and by approving this project, the added capacity on I-395 will provide a better commute for thousands of workers who travel I-95/I-395 to the employment centers located in Arlington and Washington, DC. These improvements are necessary to fully develop a 21st century transportation network that includes an easily accessible north-south corridor.

As we have seen with the 495 and 95 Express Lanes, commuters along these congested corridors have benefitted from shorter commute times and increased transportation choices. With the approval of the 395 Express Lanes project, commuters traveling along this corridor will benefit from these same types of transportation choices. This project will result in a dedicated corridor for carpoolers and buses, while also providing new transportation choices for all motorists to reach their destination. By extending the Express Lanes along the I-395 corridor, the Commonwealth can replicate that success to bring real congestion relief to thousands of daily commuters.

The I-395 Express Lanes should be included in the Constrained Long Range Plan (CLRP) and by doing so the Commonwealth can finally move forward with a project that has been delayed for years. This project is critically important to the region's efforts to develop a 21st century transportation infrastructure system in the Commonwealth.

Sincerely,

A handwritten signature in cursive script, appearing to read "John C. Cook".

John C. Cook



COMMONWEALTH OF VIRGINIA
House of Delegates
RICHMOND

DAVID L. BULOVA
POST OFFICE BOX 106
FAIRFAX STATION, VIRGINIA 22039
THIRTY-SEVENTH DISTRICT

COMMITTEE ASSIGNMENTS:
EDUCATION
GENERAL LAWS
AGRICULTURE, CHESAPEAKE AND
NATURAL RESOURCES

November 10, 2016

Letter of Support for I-395 Express Lanes Project
Via email to tpbcomment@mwcog.org and 395expresslanes@vdot.virginia.gov

Dear Secretary Layne and Chairman Lovain:

As a life-long resident of Northern Virginia who has experienced first-hand the economic and social impacts of congestion on our community, I am writing today to express my support for the northern expansion of the I-395 Express Lanes.

This project will not only add much needed additional capacity to this heavily utilized corridor, but will also help complete a system of express lanes that will provide for better and more consistent regional interconnectivity. I am also very supportive of the funding that will be made available for transit. The multimodal transit solutions funded by this project will take cars off the road, thereby benefitting those who use transit as well as those who drive to work.

As the representative of a district that includes a 10 mile stretch of I-66 as its northern border, I am very sensitive to the potential impacts of these types of projects on surrounding communities. This is a project that can be accomplished within the existing footprint and with no taking of surrounding homes or businesses – a rare opportunity in our region and one that we should not let go by.

Thank you for your consideration. I urge your support for this important regional project. Please do not hesitate to contact me at (703) 310-6752 or deldbulova@house.virginia.gov.

Sincerely,

A handwritten signature in black ink that reads "David Bulova". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Bulova
Member, Virginia House of Delegates
37th District

From: Kathy <kathy@fairfaxsenator.com>
Sent: Friday, November 11, 2016 10:25 AM
To: TPBcomment
Subject: Senator Petersen's office

Members of the Transportation Board:

The I-395 corridor offers limited transit options for commuters. The proposed I-395 Express Lanes are an exciting project because they will open up more transit options for commuters on this heavily congested corridor through expansion of the HOV lanes and the provision of a transit subsidy.

New funds for transit will allow for improved bus service and other innovative transit choices for commuters. Current carpoolers and sluggers will see improved travel times. New capacity and choices for commuters will speed travel in both the HOV and general purpose lanes.

It is very important that you act soon to approve the proposed I-395 Express Lanes. Northern Virginia can afford no further delays in this critical transportation improvement.

Sincerely,
J. Chapman Petersen
Member, Senate of Virginia

From: Alfonso H Lopez <DelALopez@house.virginia.gov>
Sent: Friday, November 11, 2016 1:48 PM
To: TPBcomment
Subject: RE: I-395 Express Lanes Northern Extension

To Whom It May Concern:

I am writing express my support for moving forward with the I-395 Express Lanes project. The I-395 Express Lanes will benefit my constituents as well as those living along the entire I-395 corridor by providing new travel choices to commuters including new transit options in our community.

Current congestion on I-395 has led to commuters being stuck in traffic with unpredictable commute times and limited travel options. As the I-395 corridor continues to attract major employment centers such as the MARK Center, this congestion will become more acute and will have a negative impact on mobility in the region. Moving people efficiently and effectively is essential to keeping our economy growing and improving the quality of life for everyone in our community.

As you move forward with this project, I have two areas of concern that I hope VDOT will continue working to address. First, I strongly urge VDOT to ensure that the \$15 million minimum promised by Governor McAuliffe for transit projects in the region is dedicated from toll revenue as a part of the agreement with the private toll operator. Once this project is complete, our freeways inside the beltway will be at maximum capacity. If we hope to keep people moving throughout Northern Virginia, we need to focus on investing in our transit infrastructure.

Second, I encourage VDOT to continue working with local communities to assess the impacts of potential sound walls on our environmental and historic resources. As I have expressed to VDOT on numerous occasions, our urban tree canopy is extremely important to residents in Northern Virginia. A community should strongly support the construction of a sound wall before it is built and every effort should be made to mitigate the loss of our important natural and historic resources. I know that VDOT is currently working with localities and communities to protect these vital resources and hope that you will continue making every effort to ensure the impact of sound walls is mitigated wherever possible.

Despite these concerns, I am confident that VDOT will be able to address these issues as we move forward in the process and urge your approval of the I-395 Express Lanes project.

Sincerely,

Alfonso H. Lopez
Member, 49th District
House of Delegates
Virginia General Assembly
www.AlfonsoLopez.org
(571) 336-2147
Follow me on [Facebook](#) and [Twitter](#)

From: Ken Plum <kenplum@aol.com>
Sent: Friday, November 11, 2016 4:48 PM
To: TPBcomment
Subject: I395 Express Lanes

Dear Gentlepersons:

The proposed I-395 Express lanes deserve your strong support, not only because it will add much needed capacity on this congested interstate but also because it will provide dedicated support for transit funding. Commuters on this road are looking for other ways to make their daily trip to work.

Improved bus service, more carpooling options and other innovative transportation demand management alternatives can be funded through the transit subsidy that will be provided by this project. This will provide the kinds of alternatives that commuters are looking for in the region. Moving people from their cars to other transit options is just one way traffic will move more quickly along this highway. Giving people the option to pay a toll and use the express lanes will benefit those drivers as well as those who remain on the general purpose lanes that, in turn, will be less congested.

I urge you to support the exciting, proposed I-395 Express Lanes Project. Please do not allow these improvements to be delayed.

Kenneth R. Plum
Delegate, 36th District
Commonwealth of Virginia



COMMONWEALTH OF VIRGINIA
HOUSE OF DELEGATES
RICHMOND

EILEEN FILLER-CORN
POST OFFICE BOX 523082
SPRINGFIELD, VIRGINIA 22152

FORTY-FIRST DISTRICT

COMMITTEE ASSIGNMENTS:
TRANSPORTATION
FINANCE
COMMERCE AND LABOR

October 28, 2016

Dear Secretary Layne & Chairman Lovain,

As a Delegate from Fairfax County and a member of both the House Transportation Committee and the Joint Commission on Transportation Accountability, I have closely followed the development of the express lanes in Northern Virginia. I believe that these projects have a record of relieving congestion and have benefited our region. Moving forward with the northern expansion of the I-395 Express Lanes has the potential to help address our serious transportation challenges.

While not every commuter chooses to utilize the Express Lanes, commuters benefit with reduced congestion and a faster commute. Recent data shows that on the 95 Express Lanes, the average daily time savings for a commuter in the General Purpose Lanes is 17.5 minutes while commuters utilizing the Express Lanes enjoy an average time savings of thirty-three minutes. I hope that you will continue to balance the need to reduce congestion through expanded roadways with the need to remove vehicles from the road through multi modal transportation options, more specifically, the Virginia Railway Express, which serves many of my constituents.

I believe the 395 Express Lanes will add desperately needed capacity along the corridor while also providing a dedicated transit funding source that can be used to fund other important projects along the corridor.

Sincerely yours,

A handwritten signature in cursive script that reads "Eileen Filler-Corn".

Eileen Filler-Corn
Member, Virginia House of Delegates
41st District

Dear Secretary Layne & Chairman Timothy Lovain:

On behalf of the Prince William Chamber of Commerce, I am writing to provide comments on the I-395 Express Lanes project. As you know, the 495 and 95 Express Lanes have been very successful in Northern Virginia and reduced commute times for thousands of Prince William County residents along the I-95 corridor.

It is important that we continue to develop a robust network of express lanes, and the Interstate 395 Express Lanes project is an important project for the Northern Virginia region. This project will provide transportation choices for thousands of commuters that utilize this important north-south corridor every day.

Another important reason to support the 395 Express Lanes is the dedicated transit funding that will be available as a result of this project. These transit funds can be used to develop important projects such as improved bus service that will get cars off the roads and provide more commuting choices. The 395 Express Lanes will also improve HOV service along the corridor. Much like the 95 Express Lanes, the new 395 Express Lanes will reduce HOV violations and improve travel times for carpoolers and sluggers who rely on the HOV lanes to get to and from the major employment centers in Arlington County and Washington, DC.

The Prince William Chamber of Commerce endorses the I-395 Express Lanes because they are critical for the Northern Virginia region. We encourage the approval of this project in the Transportation Planning Board's Constrained Long Range Plan (CLRP). By approving this project, the Commonwealth could finally move forward with a project that has been delayed for many years.

Sincerely,

Brendon Shaw

Director of Government Relations

Prince William Chamber of Commerce

9720 Capital Ct., Suite 203; Manassas, VA 20110

Direct: 571-765-1875; Fax 703-368-4733



October 20, 2016

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

The Honorable Aubrey Layne
Secretary of Transportation
Commonwealth of Virginia
P.O. Box 1475
Richmond, VA 23218

RE: I-395 Express Lanes Extension

Dear Chairman Lovain and Secretary Layne:

I am writing on behalf of the Northern Virginia Chamber of Commerce to express support for extension of the I-395 Express Lanes from Turkeycock Run near Edsall Road to Eads Street near the Pentagon, and inclusion of this project in the Metropolitan Washington Transportation Planning Board Constrained Long Range Plan.

The Northern Virginia Chamber represents over 650 member businesses with over 500,000 employees, and we are committed to developing a 21st century transportation network aimed at improving mobility in Northern Virginia and the entire Metropolitan Washington Region.

The Chamber supports a balanced approach to the region's transportation needs predicated on achieving congestion relief, inspiring economic development, and ensuring the best return on the investment made by taxpayers. Planned improvements to the I-395 corridor are in keeping with those priorities and are vitally important to Northern Virginia. These improvements will move more people through our region more efficiently, provide commuters with options, preserve carpooling incentives, and invest in transit in the corridor.

The I-395 Express Lanes is a natural expansion of an existing system of HOV/HOT lanes that were implemented in the I-95 corridor in 2012. Northern Virginia has a successful track record with the Express Lanes on I-95 and I-495 serving commuters each and every day; these additions to I-395 will



add to that success and move Northern Virginia closer to an express lane network that will more reliably move our entire region.

For the reasons stated above, the Northern Virginia Chamber urges inclusion of the I-395 Express Lanes extension in the Metropolitan Washington Transportation Planning Board's Constrained Long Range Plan.

Sincerely,

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

Jim Corcoran
President and CEO
Northern Virginia Chamber of Commerce

E-Mail to Transportation Planning Board and Virginia Department of Transportation

tpbcomment@mwcog.org

395expresslanes@vdot.virginia.gov

Washington Gas strongly believes the 395 Express Lanes will provide important new travel choices to commuters along the I-395 corridor. The current congestion on I-395 has led to commuters, including many of our employees going to and from work, and striving daily to serve our customers, being stuck in traffic with unpredictable commute times and limited travel options. As the I-395 corridor continues to attract major employment centers such as the MARK Center, this congestion will become more acute and will have a negative effect on mobility in the region.

The proposed 395 Express Lanes provides a multi-modal solution which will help increase capacity and reduce congestion for I-395 commuters.

As an Arlington resident, I note that one of the most serious chokepoints in the region is the Eads Street interchange by the Pentagon. The 395 Express Lanes will enhance Pentagon access and improve the flow of traffic at this critical intersection. This is important for the thousands of daily commuters that travel to and from the Pentagon for work. For Washington Gas, the Lanes will meaningfully enhance access to the District of Columbia and the Pentagon area, particularly for our tech van trips originating from Springfield Center, our company's operations headquarters.

The 395 Express Lanes will also help to improve travel in the General Purpose Lanes on I-395. As the data from the 95 Express Lanes suggests, even commuters who do not utilize the Express Lanes have benefitted from the project. A General Purpose lane commuter on I-95 saves an average of 17.5 minutes per trip because of the increased capacity offered by the 95 Express Lanes.

The proposed 395 Express Lanes will benefit the Northern Virginia region by providing transportation choices and improved access at critical points along the corridor. Moving forward now with this project means that the Commonwealth can finally move forward with a project that has been delayed for too many years. Thank you for your consideration.

Scott McGeary

Director, State Public Policy

Washington Gas

101 Constitution Avenue, N. W., #314

Washington, DC 20080

To whom it may concern:

I support the proposed extension of the Express Lanes along Interstate 395. Increasing capacity along the I-395 corridor by extending the Express Lanes north is exactly what Northern Virginia needs to unlock the regional economy. As we seek to diversify our economy and attract new job creators in innovative industries, the Washington region needs to develop a transportation network that provides commuter choices to the thousands of motorists who commute to work each day.

As we have seen with the 495 and 95 Express Lanes, commuters along these congested corridors have benefitted from shorter commute times and increased transportation choices. Importantly, these Express Lanes have helped transform the Tysons Corner region and aided in the development efforts of Tysons.

With the approval of the 395 Express Lanes project, commuters traveling along this corridor will benefit from these same types of transportation choices. This project will result in a dedicated corridor for carpoolers and buses, while also providing new transportation choices for all motorists to reach their destination.

By extending the Express Lanes along the I-395 corridor, the Commonwealth can replicate that success to bring real congestion relief to thousands of daily commuters. The approval of this project means that the Commonwealth can finally move forward with a project that has been delayed for years.

Ryan Rauner | Principal
The Rauner Group
Commercial Real Estate
C: 703.943.7079
ryan@raunergroup.com

The 1-395 Express Lanes project has my enthusiastic support because it is so important to the Northern Virginia region. By adding another segment in the regional network of express lanes this project will benefit the thousands of commuters who use 1-395 on a daily basis, not only through reduced congestion, but also by providing dedicated transit funding that will increase the transportation choices available.

Improved bus service and other transportation alternatives that will be funded with revenues generated from this project are critically needed. They will reduce congestion by getting cars off the road and also provide a positive step towards reducing greenhouse gases that are contributing to climate change. In addition, this project will improve HOV service along the entire 1-395 corridor. This will benefit both carpoolers and sluggers who depend upon the HOV lanes to get to and from congested destinations such as the Pentagon.

The 1-395 Express Lanes have my enthusiastic support. Northern Virginia commuters have waited far too long for this project to come to reality. The McAuliffe Administration deserves credit for bringing this project close to fruition and commuters will remember it for years if they are able to get the project quickly across the finish line.

Frank M. (Rusty) Conner III

Covington & Burling LLP
One CityCenter, 850 Tenth Street, NW
Washington, DC 20001-4956
T +1 202 662 5986 | rconner@cov.com
www.cov.com



Titan America LLC
188 Summerfield Court, Suite 101
Roanoke, VA 24019
Telephone (540) 512-7708
Fax (540) 966-1542
www.titanamerica.com

October 18, 2016

Construction of the I-395 Express Lanes will provide a significant boost to the Northern Virginia economy at a time when it continues to experience slow growth following the most recent recession and the impacts of sequestration. The 95 and 495 Express Lanes boosted the region's economy with more than \$5 billion of economic activity and 28,000 jobs and these numbers could be increased significantly through the I-395 Express Lanes project. My company does extensive business in Northern Virginia and I have seen the very positive impact of the express lanes projects.

The economic benefits of the I-395 Express Lanes are not limited, however, to the economic activity and jobs it will create. Reducing traffic congestion will provides significant benefits to the region's economy by allowing goods to move more quickly and the services sector of our economy to be more productive.

Now is the perfect time to move forward with the I-395 Express Lanes. I hope you will make sure this much needed project moves forward quickly and encounters no further delays. The residents of Northern Virginia will thank the McAuliffe Administration for years to come if this project can be brought to reality soon.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Sells", written over a light blue horizontal line.

Robert A. Sells
President
Titan Mid-Atlantic Business

A Titan Group Business

To those officials who have a role in the approval of the proposed I-395 Express lane,

I am a native of Fairfax County and have used that part of the Interstate highway system that runs north from the Beltway to the 14th Street bridge for most of my life. Do not let the current Charlottesville address make my comments any less relevant because I continue to travel to Alexandria and other parts of Northern Virginia on a regular basis.

Increasing the capacity of the I-395 corridor by extending the north bound express lanes is vital to the regional economy. The region will benefit as will the thousands of commuters who use the corridor on a daily basis. They will realize shorter commutes because of more available options as have the citizens who use the express lanes on I-495 and I-95. This project will provide real traffic relief to the citizens and taxpayers of Northern Virginia and the Greater Washington region.

I strongly urge you to approve this important project as quickly as possible.

Thanks you for your consideration of my thoughts on this issue.

Sincerely,

James W. Hazel

995 Windsor Road

Charlottesville,VA 22901

The 395 Express Lanes will provide new travel choices to commuters along the I-395 corridor. The current congestion on I-395 has led to commuters being stuck in traffic with unpredictable commute times and limited travel options. As the I-395 corridor continues to attract major employment centers such as the MARK Center, this congestion will become more acute and will have a negative effect on mobility in the region.

The proposed 395 Express Lanes provides a multi-modal solution which will help increase capacity and reduce congestion for I-395 commuters.

One of the most serious chokepoints in the region is the Eads Street interchange by the Pentagon. The 395 Express Lanes will enhance Pentagon access and improve the flow of traffic at this critical intersection. This is important for the thousands of daily commuters that travel to and from the Pentagon for work.

The 395 Express Lanes will also help to improve travel in the General Purpose Lanes on I-395. As the data from the 95 Express Lanes suggests, even commuters who do not utilize the Express Lanes have benefitted from the project. A General Purpose lane commuter on I-95 saves an average of 17.5 minutes per trip because of the increased capacity offered by the 95 Express Lanes.

The proposed 395 Express Lanes will benefit the Northern Virginia region by providing transportation choices and improved access at critical points along the corridor. Moving forward with this project means that the Commonwealth can finally move forward with a project that has been delayed for years.

Sincerely,

W. Bruce Jennings

Fairfax City Self Storage

Virginia Self Storage Association

Good Afternoon:

I am writing to express my strong support for the I-395 Express Lanes.

One of the biggest transportation disappointments I have experienced was when I learned that the 95 Express Lanes project would end at Edsall Road and not include the 395 corridor. I am now excited to learn of plans to finally add I-395 to the Northern Virginia HOT Lanes network. The proposed improvements will benefit commuters as well as visitors to the Northern Virginia region and they deserve your strong support.

One of the things I like most about the express lanes concept is it gives drivers a choice. Drivers can pay a toll and benefit from the faster and safer drive on the express lanes or they can choose to ride free of charge and remain in the general purpose lanes. As studies of the I-95 Express Lanes have shown, drivers on the express lanes experience less congestion when other drivers elect to pay a toll and move off the general purpose lanes.

I encourage the subject agencies to act swiftly to approve the proposed I-395 Express Lanes. Drivers on this heavily congested corridor need relief and will be very grateful for your support of the project.

Thank you for your efforts to improve transportation in our region.

Carolyn Moss
McLean, Virginia

From: Charles Hooff <crhooff@BelmontBayFarm.com>
Sent: Friday, November 11, 2016 10:47 AM
To: TPBcomment
Subject: I-385

Heavy congestion on our transportation system poses one of the greatest threats to the economic development of Northern Virginia. The I-395 corridor has been heavily hit by federal budget cuts and at the same time remains one of the most congested segments of our transportation system. We lose over one man-week of work in traffic each year for every employed person using our highway system in Northern Virginia.. This is just unacceptable, and can be improved you folks.

The proposed I-385 Express Lanes project may offer some relief for this corridor. This project will not only create new economic development opportunities for the communities along this busy interstate, it will also keep businesses who are frustrated by the current traffic conditions from moving to other areas. I have seen the improved driving conditions that have resulted from construction of the I-95 and I-495 Express Lanes. Similar benefits may result from the I-395 project.

Please support the proposed I-395 Express Lanes. The Northern Virginia economy and its commuters are counting on your favorable action.

Charles R. Hooff
10622 Belmont Blvd
Lorton VA 22079

As a resident of McLean, VA, I am writing in support of the 395 Express Lanes. I routinely use the express lanes on 495 and 95 and they have had a very positive impact on my commuting and my quality of life. Time off the road is time that I can spend with my family, friends and/or working more efficiently. I am a regular users of the Waze GPS technology and many times Waze has recommended the express lanes and with Waze showing saved commuting time of over half an hour and in a few cases when I have driven to Richmond the combined express lanes have saved me over an hour commuting. I gladly pay the express lane fees to save that time. And the beauty of express lanes is that others can choose not to pay the cost and the lanes ease congestion even for those who do not use/pay for the express lanes. This is a win/win for everyone.

The 395 express lanes would offer northern Virginia the same benefits. The 395 lanes would ease congestion for all commuters and would be an economic and social boom to the region. They are a simple and sensible solution to the traffic congestion that we face in northern Virginia. I strongly urge you to approve this project and to provide transportation options in NOVA.

L. Chris Petersen, Esq.
Chair, Insurance Regulatory Practice Group
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For information on Morris, Manning & Martin, LLP, please visit our Web site at <http://www.mmmlaw.com>.

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Francis A. McDermott
1464 Evans Farm Drive
Mc Lean, Virginia 22101
(703) 714-7422

November 2, 2016

BY EMAIL (tpbcomment@mwkog.org)

National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002

Dear Sir or Madam:

I am writing to ask for your support of the I-395 Express Lanes project. It will provide not only faster commute times for drivers now frequently stuck in traffic, but will also provide a dedicated funding source for transit alternatives.

The I-395 Express Lanes construction will provide a significant boost to the Northern Virginia economy. The 95 and 495 Express Lanes boosted the region's economy with more than \$5 billion of economic activity. The region would enjoy the same type of economic benefit from this project.

One of the things I like most about the I-95 and I-495 Express Lanes is that everyone benefits from them, even if they choose not to drive on them and remain in the general purpose lanes. Commuters have enjoyed safer, more reliable trips on both the express lanes and the general purpose lanes because traffic is now spread between them. Commuters on the I-95 general purpose lanes have even seen travel times decrease by an average of 17.5 minutes while drivers who elect to pay the toll realize nearly double the time savings. This is quite a change from the maddening bumper-to-bumper traffic that was the daily norm before the express lanes opened.

Virginia is once again proving to be a leader in transportation innovation by moving the I-395 project forward. I hope you will move quickly to bring this project to reality and further delays can be avoided. Thank you very much for your consideration and for your support of this tremendous project.

Very truly yours,



Francis A. McDermott

Andrew Austin

From: Kyle McDaniel <kyle.mcdaniel@c21nm.com>
Sent: Monday, October 24, 2016 2:43 PM
To: 395expresslanes@vdot.virginia.gov; TPBcomment
Subject: 395 Express Lanes Comment

To whom it may concern:

The 395 Express Lanes will provide new travel choices to commuters along the I-395 corridor. The current congestion on I-395 has led to commuters being stuck in traffic with unpredictable commute times and limited travel options. As the I-395 corridor continues to attract major employment centers such as the MARK Center, this congestion will become more acute and will have a negative effect on mobility in the region.

The proposed 395 Express Lanes provides a multi-modal solution which will help increase capacity and reduce congestion for I-395 commuters.

One of the most serious chokepoints in the region is the Eads Street interchange by the Pentagon. The 395 Express Lanes will enhance Pentagon access and improve the flow of traffic at this critical intersection. This is important for the thousands of daily commuters that travel to and from the Pentagon for work.

The 395 Express Lanes will also help to improve travel in the General Purpose Lanes on I-395. As the data from the 95 Express Lanes suggests, even commuters who do not utilize the Express Lanes have benefitted from the project. A General Purpose lane commuter on I-95 saves an average of 17.5 minutes per trip because of the increased capacity offered by the 95 Express Lanes.

The proposed 395 Express Lanes will benefit the Northern Virginia region by providing transportation choices and improved access at critical points along the corridor. Moving forward with this project means that the Commonwealth can finally move forward with a project that has been delayed for years.

Thanks,

Kyle McDaniel
REALTOR
5990 Kingstowne Towne Center
Alexandria, VA 22315
Cell: 571-425-7584
Licensed in VA

Dear Secretary Layne & Chairman Lovain:

I am writing today to express my support for the Interstate 395 Express Lanes. As the owner of a business in Northern Virginia, I understand firsthand how congestion can impact a company's productivity. I have 500+ employees who must travel to areas throughout the Washington, DC Region and they depend on the transportation network to get to where they need to be on time.

The 395 Express Lanes will provide new travel choices along the corridor. The current congestion on I-395 has led to commuters being stuck in traffic with unpredictable commute times and limited travel options. As the I-395 corridor continues to attract major employment centers such as the MARK Center, this congestion will become more acute and will have a negative effect on mobility in the region.

While many commuters can choose to carpool or pay a toll, many of my employees do not have this option. The Express Lanes will also help to improve travel in the General Purpose Lanes on I-395. As the data from the 95 Express Lanes suggests, even commuters who do not utilize the Express Lanes have benefitted from the project. A General Purpose lane commuter on I-95 saves an average of 17.5 minutes per trip because of the increased capacity offered by the 95 Express Lanes.

The proposed 395 Express Lanes will benefit the Northern Virginia region by providing transportation choices and improved access at critical points along the corridor. Importantly, they will provide a dependable transportation choice for thousands of employees that must get to their employment center on time. By advancing the I-395 Express Lanes, the Transportation Planning Board will finally move forward with a project that has been unnecessarily delayed for many years.

From: Paul Speidell <pspeidell@hotmail.com>
Sent: Thursday, November 10, 2016 4:07 PM
To: TPBcomment
Subject: Please Extend I-395 Express Lanes

To whom it may concern:

Northern Virginia and Washington, DC, have so much to offer Virginians and yet they can be terribly difficult to access due to traffic congestion. Please extend the I-395 Express Lanes.

I drive from Glen Allen to Northern Virginia frequently for work as well as my sons' travel rugby matches. The congestion is so bad I am talking with the rugby club about pursuing more matches in North Carolina rather than Northern Virginia because, although they are farther away in terms of miles traveled, the trip is more predictable, enjoyable, and often significantly less time consuming.

Regarding work, I am at times required to be in DC or other Northern Virginia locations. However, due primarily to traffic congestion I limit my trips as much as possible. I suppose that is one small step in reducing congestion by taking my car out of the mix, but it eliminates whatever economic benefit my presence in the area might bring, from fuel to food and hotel expenses. I am certain I am not alone in this decision.

Expanding the I-395 Express Lanes will help ease congestion inside and to some degree outside the beltway as the backups inside the Beltway ease. I also urge you to find other creative approaches to mitigating the congestion along the I-95 corridor between Richmond and DC. The time has come to stop talking about quality of life, economic benefit, and other advantages to easing traffic congestion in Northern Virginia and to take action.

I would be pleased to discuss this if it would be helpful in your deliberations.

Sincerely,

Paul A. Speidell

10421 Farm Meadow Drive
Glen Allen, VA 23060
pspeidell@hotmail.com

For the benefit of all, please move this project forward.

Lovey Hammel

President

Employment Enterprises, Inc.

Parent Company to Checks and Balances, Inc.

and Temporary Solutions, Inc.

703-361-2220 ext 230

lovey@eeihr.com

www.eeihr.com

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Business Enterprise | SWaM Certified**

From: Martha Marks <marthamarks@icloud.com>
Sent: Thursday, November 10, 2016 4:40 PM
To: TPBcomment; 395expresslanes@vdot.virginia.gov
Subject: I-395 Express Lanes Project

As a resident of Northern Virginia for almost thirty-three years, I am writing to express my support of the Interstate 395 Express Lanes Project. This project is crucial for the growing Northern Virginia region. The I-395 Express Lanes will help to improve the traffic problems that currently exist in the area and enhance the region's economic potential.

I often use the Express Lanes on I-495 and I-395 and know what an asset they are to the region. This project will undoubtedly make commuting in the Northern Virginia area much more manageable. These improvements will help to positively influence a business' decision to move along the I-395 corridor.

Congestion in the corridor continues to increase and will only get worse without this project. This project is critically important to help alleviate traffic, attract new economic opportunities to the region and improve the quality of life for those who travel up and down I-395.

I strongly encourage you to move the I-395 Express Lanes Project forward. Thank you for considering my comments.

Sincerely,

Martha Marks

Martha D. Marks
1203 Orchard Street
Alexandria, Virginia 22302

From: Thomas, Alexander Y. <AThomas@ReedSmith.com>
Sent: Wednesday, November 09, 2016 8:54 AM
To: TPBcomment
Subject: 395expresslanes@vdot.virginia.gov

Heavy congestion on our transportation system poses one of the greatest threats to the economic development of Northern Virginia. The I-395 corridor has been heavily hit by federal budget cuts and at the same time remains one of the most congested segments of our transportation system.

The proposed I-395 Express Lanes project offers much needed congestion relief for this critical transportation corridor. This project will not only create new economic development opportunities for the communities along this busy interstate, it will also keep businesses who are frustrated by the current traffic conditions from moving to other areas. We have seen the improved driving conditions that have resulted from construction of the I-95 and I-495 Express Lanes. Similar benefits will result from the I-395 project.

Please support the proposed I-395 Express Lanes. The Northern Virginia economy and its commuters are counting on your favorable action.

Sandy Thomas

* * *

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County of Fairfax, Virginia

October 19, 2016

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

Dear Chairman Lovain:

I am writing to express my support of the inclusion of the 395 Express Lanes Project on the 2016 Constrained Long Range Plan Amendment. The current congestion on I-395 has led to commuters being stuck in traffic with unpredictable commute times and limited travel options and this project will provide new travel choices to the commuters along this corridor. As the I-395 corridor continues to attract major employment centers such as the Mark Center, this congestion will become more acute and will have a negative effect on mobility in the region.

As demonstrated with the I-495 and I-95 Express lanes, these lanes have proven to be very effective at reducing congestion along their respective corridors while providing commuters with a more reliable commute. While not every commuter chooses to utilize the Express Lanes, all drivers benefit with reduced congestion and a faster commute. Recent data shows that on the 95 Express Lanes the average daily time savings for a commuter in the General Purpose Lanes is 17.5 minutes while commuters utilizing the Express Lanes enjoy an average timesaving of thirty-three minutes. This is in stark contrast to the bumper-to-bumper traffic that I-395 commuters currently experience on a daily basis.

The 395 Express Lanes will add desperately needed capacity along the corridor while also providing a dedicated transit funding source that can be used to fund other important projects along the corridor. This 'all of the above' approach will help unlock the Northern Virginia region.

The proposed 395 Express Lanes will benefit the Northern Virginia region by providing transportation choices and improved access at critical points along the corridor. Moving forward with this project means that the Commonwealth can finally move forward with a project that has been delayed for years.

Thank you for your consideration of my comments. I look forward to working with the TPB on this and future projects affecting Fairfax County residents.

Sincerely,

Pat Herrity
Supervisor
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



City of Fairfax

Mayor Steven C. Stombres

City Council

*Michael J. DeMarco
Jeffrey C. Greenfield
David L. Meyer*

*Janice B. Miller
Eleanor D. Schmidt
Jon R. Stehle*

November 14, 2016

The Honorable Aubrey L. Layne, Jr.
Secretary of Transportation
Patrick Henry Building
1111 East Broad Street, Third Floor
Richmond, Virginia 23218

The Honorable Timothy B. Lovain
NCR Transportation Planning Board Chair
Alexandria City Hall
301 King Street
Alexandria, Virginia 22314

Dear Secretary Layne and Chairman Lovain:

I am writing to express my support for the I-395 Express Lanes. This project is critical for Northern Virginia as it will improve travel times, increase capacity, and relieve congestion on this important north-south corridor in the region.

Commuters along I-495 and I-95 have already benefitted from the addition of Express Lanes. The addition of I-395 as an Express Lane facility will help to provide a seamless network for commuters within the region. The City is particularly pleased that there will be dedicated transit funding that results from the project. These funds will be used to improve other multimodal transportation options, which is the key to providing a balanced network.

The City believes that the I-395 Express Lane project should be included in the Constrained Long Range Plan so that the Commonwealth can proceed with this project in a timely manner.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Steven C. Stombres', written in a cursive style.

Steven C. Stombres
Mayor

The I-395 Express Lanes project is an important key to promoting this avenue of commerce to the benefit of all the Commonwealth. Its future development, in conjunction with existing ventures, must be accomplished in a planned and efficient way, and this goal will be greatly facilitated by the completion of the I-395 Express Lanes.

The chocking traffic, with its associated pollution, and unpredictable and lengthy delays in this corridor have long been a road block to its development as a jobs center for the Commonwealth. The Express Lanes will alleviate “choke points” for Virginians who must commute this route to their careers in close-in parts of Northern Virginia, in growth centers in Fairfax and Arlington counties, and the Pentagon. And it will make return travel to the homes and families of our citizens much less stressful. Currently, those citizens have few travel alternatives other than I-395.

I urge your favorable consideration of this project. The time is ripe, in fact long overdue.

Thanking you in advance,

Val S. McWhorter
Smith Pachter McWhorter PLC
[703-847-6300](tel:703-847-6300)
[703-628-2164](tel:703-628-2164) (mobile)
vmcwhorter@smithpachter.com
www.smithpachter.com

I support the proposed extension of the express lanes along Interstate 395. Being in the highway construction business in Northern Virginia, I recognize the tremendous congestion challenges our region faces. Nothing has been more successful in addressing this critical congestion situation than the express lanes projects in Northern Virginia. I am delighted to see them expanded. With the 495 and 95 Express Lanes, commuters along these congested corridors have benefitted from shorter commute times and increased transportation choices. The 395 Express Lanes Project will allow commuters to travel along this corridor with these same types of transportation choices. The 395 project includes a dedicated corridor for carpoolers and buses. This will significantly improve the flow of traffic in this corridor. By approving the express lanes project along the I-395 corridor, real congestion relief for thousands of daily commuters can be achieved. I urge you to approve this importa

Ed Dalrymple
Michells, Virginia
EDalrymple@dalholding.com

I am pleased to support the 395 Express Lanes Project which will provide new travel choices to commuters along the 395 corridor. The current congestion on I-395 has resulted in commuters being stuck in traffic with unpredictable commute times and limited travel choices. As the I-395 corridor continues to attract major employment centers such as the MARK Center, this congestion will become more acute and will have a very negative impact on mobility in the region. The 395 Express Lanes will help to improve travel in the general purpose lanes on I-395. Even commuters who do not utilize the express lanes will benefit from the project. A general purpose lane commuter on I-95 saves significant time because of the increased capacity offered by the 95 Express Lanes. I am further pleased to know that many concerns raised by Officials in Arlington County and other jurisdictions have been addressed. I ask that the project move forward.

David A. Bell
Arlington, VA
othellobel@aol.com

Dear Transportation Planning Board:

I would like to voice my support for the 395 Express Lanes project. My primary reason for supporting the 395 Express Lanes project is because the project will improve travel for all drivers in the I-395 corridor – including those in the regular lanes – by adding new road capacity and allowing more drivers to use the Express Lanes. As drivers choose to pay a toll on occasion to travel the Express Lanes, congestion in the regular lanes is relieved.

By adding a third HOV lane and providing a new toll option, the 395 Express Lanes will improve travel and mobility in the I-395 corridor. The project will deliver a new funding source for transit and significantly improve the Eads Street interchange with better access to the Pentagon and Crystal City. Construction of the project will also generate local economic activity and job creation while delivering much needed infrastructure improvements without using taxpayer funds.

Much like the 95 Express Lanes, the 395 Express Lanes will also improve travel times for carpoolers who rely on the HOV lanes to get to and from the major employment centers in Alexandria, Arlington, and Washington, DC. Even travelers using the general purpose lanes will see improved travel times as well.

I believe the I-395 Express Lanes would be a major transportation improvement for the Northern Virginia region. Thank you for the opportunity to voice community support for advancing this project.

Sincerely,

The comment above was received via email from the following signatories (106):

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KWilson805@aol.com

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lacymcooper@gmail.com

Elaine Gilligan
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Dear Transportation Planning Board:

I would like to voice my support for the 395 Express Lanes project. My primary reason for supporting the 395 Express Lanes project is because the project will give all drivers a new option for a faster, more predictable trip during rush hour. Drivers traveling alone will be able to choose to pay a toll when they need a quicker trip – for example, to make a meeting on-time or to pick up a child from day care. By adding a third HOV lane and providing a new toll option, the 395 Express Lanes will improve travel and mobility in the I-395 corridor. The project will deliver a new funding source for transit and significantly improve the Eads Street interchange with better access to the Pentagon and Crystal City. Construction of the project will also generate local economic activity and job creation while delivering much needed infrastructure improvements without using taxpayer funds.

Much like the 95 Express Lanes, the 395 Express Lanes will also improve travel times for carpoolers who rely on the HOV lanes to get to and from the major employment centers in Alexandria, Arlington, and Washington, DC. Even travelers using the general purpose lanes will see improved travel times as well.

I believe the I-395 Express Lanes would be a major transportation improvement for the Northern Virginia region. Thank you for the opportunity to voice community support for advancing this project.

Sincerely,

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Dear Transportation Planning Board:

I would like to voice my support for the 395 Express Lanes project. My primary reason for supporting the 395 Express Lanes project is because the project will improve the Eads Street interchange on I-395, providing direct access to both the Pentagon and Crystal City. These improvements will benefit buses, carpools and drivers by splitting traffic between two ramps and reducing the current bottleneck at the Eads Street ramp.

By adding a third HOV lane and providing a new toll option, the 395 Express Lanes will improve travel and mobility in the I-395 corridor. The project will deliver a new funding source for transit and significantly improve the Eads Street interchange with better access to the Pentagon and Crystal City. Construction of the project will also generate local economic activity and job creation while delivering much needed infrastructure improvements without using taxpayer funds.

Much like the 95 Express Lanes, the 395 Express Lanes will also improve travel times for carpools who rely on the HOV lanes to get to and from the major employment centers in Alexandria, Arlington, and Washington, DC. Even travelers using the general purpose lanes will see improved travel times as well.

I believe the I-395 Express Lanes would be a major transportation improvement for the Northern Virginia region. Thank you for the opportunity to voice community support for advancing this project.

Sincerely,

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Dear Transportation Planning Board:

I would like to voice my support for the 395 Express Lanes project. My primary reason for supporting the 395 Express Lanes project is because the project will deliver infrastructure improvements using private funding, allowing taxpayer dollars to be spent elsewhere. By using private financing, the project also shifts key project risks, such as cost overruns, to the private sector and protects taxpayers.

By adding a third HOV lane and providing a new toll option, the 395 Express Lanes will improve travel and mobility in the I-395 corridor. The project will deliver a new funding source for transit and significantly improve the Eads Street interchange with better access to the Pentagon and Crystal City. Construction of the project will also generate local economic activity and job creation while delivering much needed infrastructure improvements without using taxpayer funds.

Much like the 95 Express Lanes, the 395 Express Lanes will also improve travel times for carpoolers who rely on the HOV lanes to get to and from the major employment centers in Alexandria, Arlington, and Washington, DC. Even travelers using the general purpose lanes will see improved travel times as well.

I believe the I-395 Express Lanes would be a major transportation improvement for the Northern Virginia region. Thank you for the opportunity to voice community support for advancing this project.

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Dear Transportation Planning Board:

I would like to voice my support for the 395 Express Lanes project. My primary reason for supporting the 395 Express Lanes project is because a portion of toll revenue from the project will go toward improving transit in the corridor – like funding better bus service. The transit payment from this new funding stream will be delivered annually.

By adding a third HOV lane and providing a new toll option, the 395 Express Lanes will improve travel and mobility in the I-395 corridor. The project will deliver a new funding source for transit and significantly improve the Eads Street interchange with better access to the Pentagon and Crystal City. Construction of the project will also generate local economic activity and job creation while delivering much needed infrastructure improvements without using taxpayer funds.

Much like the 95 Express Lanes, the 395 Express Lanes will also improve travel times for carpoolers who rely on the HOV lanes to get to and from the major employment centers in Alexandria, Arlington, and Washington, DC. Even travelers using the general purpose lanes will see improved travel times as well.

I believe the I-395 Express Lanes would be a major transportation improvement for the Northern Virginia region. Thank you for the opportunity to voice community support for advancing this project.

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Dear Transportation Planning Board:

I would like to voice my support for the 395 Express Lanes project. My primary reason for supporting the 395 Express Lanes project is because construction of the project will create local jobs and opportunities for small businesses. Delivery of the project could generate as many as 1,500 jobs and more than half a billion dollars of economic activity.

By adding a third HOV lane and providing a new toll option, the 395 Express Lanes will improve travel and mobility in the I-395 corridor. The project will deliver a new funding source for transit and significantly improve the Eads Street interchange with better access to the Pentagon and Crystal City. Construction of the project will also generate local economic activity and job creation while delivering much needed infrastructure improvements without using taxpayer funds.

Much like the 95 Express Lanes, the 395 Express Lanes will also improve travel times for carpoolers who rely on the HOV lanes to get to and from the major employment centers in Alexandria, Arlington, and Washington, DC. Even travelers using the general purpose lanes will see improved travel times as well.

I believe the I-395 Express Lanes would be a major transportation improvement for the Northern Virginia region. Thank you for the opportunity to voice community support for advancing this project.

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I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-395 Express Lanes and the I-66 Corridor Improvements Inside and Outside the Beltway for inclusion in the 2016 update to the region's Constrained Long Range Plan (CLRP).

These improvements are long overdue.

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

The I-395 Express Lanes will provide much needed additional capacity for single occupant drivers and non-HOV vehicles and bring reliable travel for HOV-3 and transit, while also improving travel times in the general purpose lanes. The project will also provide dedicated annual funding for new and expanded transit services throughout the corridor.

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

Please support these projects for inclusion in the 2016 CLRP.

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Bob Reed
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Kristen Kemp
Norfolk, Virginia

William Yauss
Vienna, Virginia



COMMENTS ON THE 2016 CLRP AMENDMENT

Comments on the CLRP and on Multiple Projects



November 11, 2016

Mr. Timothy Lovain, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, D.C. 20002-4239

Dear Chairman Lovain:

AAA represents 56 million members nationwide, including nearly 78,000 members in the District of Columbia. On behalf of its members in the Washington metropolitan region, AAA Mid-Atlantic tenders its support for the draft 2016 Amendment to the Financially Constrained Long-Range Transportation Plan (CLRP) and the draft FY 2017-2022 Transportation Improvement Program (TIP), as well as the accompanying Air Quality Conformity Analysis. We also appreciate the staff of the Metropolitan Washington Council of Governments fostering a “comprehensive plan of transportation projects and strategies.”

The draft 2016 amendment includes a total of nine major new or changed projects and four other new projects, including the I-396 Express Lanes Extension, the VRE Haymarket Extension, the Crystal City Transitway Northern Extension, and the 16th Street Bus Priority Project. The CLRP includes \$42 billion in capital improvements that provide commuters multiple travel options, therein fostering a truly multi-modal transportation network across the Washington metro area that encourages driving, riding public transit, biking and walking.

We applaud the inclusion of the I-395 Express Lanes Extension project in the CLRP. This long overdue project extends the I-395 Express Lanes for eight miles north from Turkeycock Run near Edsall Road to the vicinity of Eads Street in Arlington, near the Pentagon. In addition to providing new travel options for single-occupant drivers, the I-395 Express Lanes Extension provides dedicated annual funding for transit.

As to the scope of the project, “the two existing HOV lanes (or High Occupancy Toll) lanes will be converted to express lanes and a third lane will be added, providing three reversible express lanes,” as detailed by the Virginia Department of Transportation (VDOT). Drivers with two or more passengers will be able to traverse the I-395 Express Lanes at no charge or fee.

As is the case on other all-electronic tolling systems in the area, toll amounts will fluctuate, and at many points during the day dynamically, depending upon demand. At this juncture, we have not seen any information regarding the cost drivers would pay for round trip commutes on these express lanes. The only certainty is that toll prices will go up as traffic volume increases, and AAA strongly urges that any toll price regimen accommodate the very

real costs associated with commuting to work, especially for those of modest means. Any plan should take into account socioeconomic factors to ensure vulnerable populations are not adversely impacted.

Under the current proposal, toll revenue will be used, in part, to fund transit services. AAA believes strongly that, while mass transit is an important component of any multi-modal approach, the revenues generated from a project such as this, should be used to benefit the users of the roadways who pay the tolls. The revenue generated by tolling must not be used for purposes other than the necessary and beneficial improvement and maintenance of safe travel on the tolled corridor.

Recently, Virginia Governor Terence R. (Terry) McAuliffe announced a Public-Private Partnership (P3) to construct and operate the HOT lanes on Interstate 66 outside the Capital Beltway. The auto club continues to support the project which would bring multi-modal improvements to 22.2 miles along the I-66 corridor from I-495 in Fairfax County to University Boulevard in Prince William County.

Yet, AAA remains gravely concerned about how expensive tolling will become in the corridor. A year ago, AAA calculated it would cost each driver an extra \$4,266 per year to travel I-66 in a single occupant vehicle each workday. On a yearly basis, that's nearly half the annual cost (\$8,558) of owning and operating a vehicle, according to AAA's 2016 *Your Driving Costs* study.

AAA also has serious concerns about the timetable for the widening of certain segments of I-66 inside the Beltway. Although the schedule calls for implementing HOT-2+ during peak periods in peak directions in 2017, it will be 2020 before drivers heading eastbound on I-66 realize the benefits of the widening. It widening will occur on the eastbound side of I-66 for four miles, from the Dulles Connector Road to Fairfax Drive, near Ballston.

A poll conducted last fall by AAA revealed that 65 percent of Virginia residents at that time were either strongly opposed or somewhat opposed to implementing tolling on I-66 without adding capacity to ease congestion. Only thirty percent of those surveyed said they somewhat or strongly supported this approach.

Perhaps more surprisingly, nearly six out of ten District residents either strongly opposed or somewhat opposed tolling on I-66 without adding additional capacity. Conversely, only about three in ten District residents said they strongly or somewhat supported building Express lanes on Interstate I-66 without easing congestion.

Once the project is completed, motorists can count on reliable trips on I-66 outside the Beltway and commuters will have the benefit of 13 new and improved transit routes and more than 4,000 new park-and-ride spots and corridor-wide bike and pedestrian improvements along the corridor.

We also support extending the Virginia Railway Express (VRE) service 11 miles to Gainesville and Haymarket along the Manassas line. This project will provide a much-needed

extension of the VRE commuter rail, which provides commuters with a cost-effective alternative to driving to employment centers in and around the District of Columbia and in Northern Virginia.

We also support the one mile extension of the Crystal City Transitway north from the Crystal City Metro Station to the Pentagon City Metro station. This proposed extension will attract new riders and help reduce traffic congestion on the Route 1 Corridor while providing faster and more reliable service to area commuters. County officials say “Separating bus service from traffic will result in corridor-wide travel time savings of 1-1/4 to 10 minutes for riders.”

In our view, this is the type of project that provides choice to the residents of our region. It is only one project of many, but it is an important one. With regard to the District of Columbia Dedicated Bicycle Network, we support the ongoing concerns voiced by members of the faith and religious community. This project entails removing one or more travel lanes for motor vehicles on a number of road segments in the nation’s capital, including the area designated the “Eastern Downtown Study.”

Of particular concern are lane reductions or reconfigurations for bicycle lanes adjacent to churches and abutting their limited parking areas. This greatly impacts five churches in a four-block area in the Sixth Street NW area. In some cases, churches in the area rely upon diagonal parking to accommodate their parishioners. According to a local [news report](#), “But, dedicated bike lanes would force a restructuring of 6th Street, which many church leaders fear would increase congestion, eliminate necessary parking spaces, and eventually drive the churches from the area.”

Together, these congregations have a combined history of 500 years. The places of worship include the National Headquarters of the United House of Prayer for All People, on the corner of M Street NW and 6th Street NW; the Galbraith A.M.E. Zion Church, at 1114 6th Street NW; the First Rising Mt. Zion Baptist Church, 602 N Street NW; the Miles Memorial Christian Methodist Episcopal Church at 501 N Street NW, and the Springfield Baptist Church at 508 P Street NW.

The United House of Prayer for All People (UHOP) was incorporated nine decades ago in Washington, D.C. in 1927. In addition to holding six services on Sundays, the United House of Prayer for All People also holds three services daily, Monday through Saturday, including a sunrise service at 6:00 a.m., a noon-day service, and an evening service at 7:30 p.m. The national headquarters on M Street NW, stretches along the 1200 block of 6th. All of the national gatherings take place along this location, and the bike lanes would adversely impact the church’s unique status as the national and international headquarters of the church.

Proposed bike lanes in the Eastern Downtown Study could also impact other historic houses of worship in the area, including the Shiloh Baptist Church, which was founded in 1863 by twenty-one former slaves who were new immigrants to the city of Washington, and the St. Mary Mother of God Catholic Church, which was built at its present site in 1890. It still conducts the last mass in the city at 7:30 pm on Sunday nights. The plan could also negatively affect the

New Bethel Baptist Church and the Third Baptist Church. Parking is a key indicator of a city's livability and the viability and the vivacity of its worship communities.

The District Department of Transportation (DDOT) must resist the temptation of picking winners and losers based upon "a zero-sum fallacy." A reporter on the *Streetsblog* Network has delved into the political implications of such a decision. She writes: "Changes to our streets are often the most visible signals of government power in most of our lives. As such, infrastructure decisions are inherently political, and those with greater resources have always held an advantage in seeing their wishes enshrined in concrete and pavement, or whatever the case may be." The TPB must carefully weigh the far-reaching consequences of this before voting to amend the region's Constrained Long-Range Transportation Plan (CLRP).

AAA supports other new major projects and significant improvements to the 2016 CLRP amendment, including:

- The VA 28 HOV and Widening Project, which creates high-occupancy vehicle (HOV) lanes on VA Route 28 (Sully Road) between I-66 and the Dulles Toll Road by converting one general purpose lane in either direction to HOV. The largest component of the project involves widening VA Route 28 between I-66 and VA Route 7 from 6 to 8 lanes.
- DC Streetcar, primarily along the K Street NW Corridor.
- The 16th Street Bus Priority from H Street NW to Arkansas Avenue NW.

AAA Mid-Atlantic supports the 2016 amendments to the region's CLRP and we encourage the TPB to adopt the changes we have proposed. If projections by the Transportation Planning Board are accurate, a million more people will flock into the Washington Metro region by 2040. That is 24 years from now.

We have to fix our transportation system or be overwhelmed by mind-numbing, soul-robbing gridlock and congestion. The CLRP articulates and accentuates a multimodal approach to addressing the region's seemingly intractable transportation crisis. It is an approach that AAA Mid-Atlantic supports.

Sincerely,

Thomas Calcagni
Director of Public and Government Affairs
AAA Mid-Atlantic

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



**Testimony of Robert O. Chase
To National Capital Region Transportation Planning Board
Regarding 2016 CLRP Amendments
October 19, 2016**

The Northern Virginia Transportation Alliance welcomes the opportunity to make the following recommendations and observations on the 2016 CLRP.

The Alliance endorses the inclusion of the I-395 multi-modal Express Lanes, the revised I-66 inside and outside the Beltway multi-modal improvements, the new Route 28 lanes and the VRE Extension amendments to the 2016 Constrained Long Range Plan (CLRP).

More specifically the Alliance notes that I-66 inside and outside Beltway improvements are the only project that meet all 6 TPB Regional Transportation Priority Plan goals.

The Alliance observes that the I-395 multi-modal improvements could already be operational today, providing more transportation options and better activity center connections, plus operational efficiencies, safety and greenhouse gas reductions.

The Route 28 corridor is of great regional significance. It's high congestion levels disprove daily the myth and outright lie that all Northern Virginia's regional traffic demand is east-west and not north-south.

Establishment and support of the Virginia Railway Express system has been a 30-year Alliance priority. The Alliance believes its extension is important and that Gainesville is the most realistic and cost effective terminus.

We also support the US 1 and Routes 7 and 659 TIP improvements.

As for the bigger issue of the 2040 CLRP itself, the Alliance notes

- That its implementation results in higher 2040 congestion and delay levels than currently exist.
- That the investment in transit operations alone is equal to the all highway operation, maintenance and construction investments combined.
- That it contains scores, even hundreds of projects that fail to approach regional significance.
- That the analysis mentions the absence of the Metro's 8-car trains (an Alliance priority), but not the absence of any Maryland Beltway or American Legion Bridge improvement or a new Potomac River crossing all of which would greatly improve future travel conditions.
- That arguably inclusion of these and a dozen or so other projects of true regional significance would do more to reduce regional congestion and improve overall network reliability than the billions being spent on lesser projects.
- And that with millions of new people and jobs and over 4 million new daily trips in the pipeline, our region is likely to continue to become more congested, less connected and less globally competitive unless it's Transportation Planning Board musters the political will to place more full-time focus on transportation investments of true regional significance.



November 11, 2016

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

Dear Chairman Lovain:

The Northern Virginia Transportation Alliance (the Alliance) welcomes the opportunity to make the following recommendations and observations on the 2016 Constrained Long-Range Plan (CLRP) amendment, FY2017-2022 Transportation Improvement Plan and the draft Performance Analysis to the CLRP.

2016 CLRP Amendment & FY2017-2022 TIP

The Alliance requests that the National Capital Region Transportation Planning Board (TPB) **support the inclusion of the following Virginia projects in the 2016 amendment to the region's financially Constrained Long-Range Plan (CLRP):**

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

Additionally, the I-395 project **will bring improved transit service to the corridor** by dedicating a portion of annual toll revenues to **new and enhanced transit services**.

- **I-66 Corridor Improvements Inside and Outside the Capital Beltway:** The I-66 inside and outside the Beltway improvements are the only projects put forward for this update of the CLRP that meet all six of the TPB's Regional Transportation Priority Plan goals. **VDOT studies show that together, these I-66 outside and inside the Capital Beltway projects will save travelers 100,000 hours of delay daily.**

The **I-66 outside the Beltway** improvements will **provide badly needed additional highway and transit capacity in what is arguably our region's most congested corridor, providing users with better travel mobility, reliability, and greater accessibility to employment centers around the region**. The minor modifications to the project put forward for inclusion in the 2016 CLRP update reflect the phased approach of the Preferred Alternative selected by the Commonwealth Transportation Board and supported by the Alliance that phases the project based on projected demand in the corridor while continuing to provide key components -- three general purpose lanes, with auxiliary lanes where needed, two Express Lanes for HOV3, toll and transit in each

NVTA is the only organization focused exclusively on working to make better transportation a reality for Northern Virginia citizens and businesses.

direction; new high-frequency bus services; direct access ramps to/from the Express lanes; new and expanded park and ride lots; and reserved median space for future transit.

The **I-66 inside the Beltway** improvements accelerate the addition of a third eastbound lane between the Dulles Access Road and Ballston concurrent with peak period/peak direction tolling, transit and bike/pedestrian improvements, TDM, and other measures. The Alliance believes that mile for mile, dollar for dollar these proposed improvements may be the most regionally significant multi-modal investment of all proposed amendments.

The I-66 inside the Beltway **updates bring the full benefits of the project to motorists and transit users from the outset of the project, improves regional connectivity while protecting Arlington neighborhoods and makes Arlington jobs more accessible to more workers throughout the region.**

- **Route 28 Widening:** The Route 28 corridor is of great regional significance, providing essential passenger and cargo access to Washington Dulles International Airport as well as access to the growing employment centers of the Dulles Corridor and Loudoun County. The daily high congestion levels throughout the Route 28 corridor disprove the myth that all Northern Virginia's regional traffic demand is east-west and not north-south.

The widening of Route 28 to 8 lanes plus auxiliary lanes between I-66 and Westfields Boulevard, with a later incorporation of HOV lanes into an 8 lane roadway, will provide much needed **additional north-south capacity to reduce congestion and improve accessibility to Washington Dulles International Airport and mobility throughout the corridor.**

- **VRE Gainesville-Haymarket Extension:** The establishment and support of the Virginia Railway Express (VRE) system has been a 30-year priority for the Alliance. We believe the westward extension of VRE is important however, we suggest that Gainesville is a more realistic and cost-effective terminus for the project. Right-of-way should be preserved for a future extension to Haymarket. Supplementing service with I-66 corridor express bus service is likely a far more cost and time effective solution to transit services in the corridor.

Additionally, the Alliance also supports and urges the inclusion of the US 1 and VA Route 7 improvements in the 2016 CLRP amendment and the VA 659 projects in the FY2017-2022 Transportation Improvement Plan.

Performance Analysis

The draft Performance Analysis shows that despite \$244 billion in transportation investments, under the existing CLRP:

- 2040 highway and transit congestion is worse than current/2016 levels, with both congested lane miles and daily vehicle hours of delay increasing substantially, and overall access to jobs throughout the region declines;
- Investment in transit operations alone is equal to all the highway operation, maintenance and construction investments combined, yet:
 - 2040 automobile (SOV and HOV) trips continue to make up the vast majority of mode share at 79% of all daily trips and 70% of daily work trips, while transit trips make up only 7% of all daily trips and 25% of daily work trips;

- Overall vehicle miles traveled (VMT) continue to increase substantially, as it is the overall VMT not per capita VMT that matters most in terms of network impacts. And while transit, bike and pedestrian trips are forecast to increase at higher rates than auto, total auto trips will continue to vastly outnumber all other trips combined. Of the 21 million daily trips forecast in 2040, 16.6 million will be by automobile vs. 1.5 million by transit. That's not to discount transit's importance but to underscore our highway network's importance to regional mobility, prosperity, quality of life and security;
- Despite this increase in VMT, mobile source emissions for all pollutants are projected to continue to steadily drop due primarily to improvements in technology and a newer fleet of vehicles. This highlights that poor air quality is not an excuse to avoid investing in needed new highways and bridges.

Overall, the outlook shown through the Performance Analysis of the 2016 CLRP amendment threatens our region's ability to add the projected 1.2 million people and 940,000 jobs and concentrate more people in regional activity centers.

The draft Analysis also shows that most people will continue to work and live outside the Beltway and our region's fastest growth, both in population and jobs, will continue to be in outer and western suburbs. Additionally, the Analysis mentions the absence of full funding for Metro 2025 projects, including all 8-car trains during rush hour and core station improvements. Also absent, and unmentioned, is any reference to the obvious need for improved circumferential, suburb-to-suburb connectivity including Maryland Beltway, American Legion Bridge improvements and new Potomac River crossings and capacity, which would greatly improve future travel conditions.

For our region to remain economically competitive its strategic transportation plan must be more regionally-focused on those investments which most improve regional mobility. To do so, the TPB must focus and act as a forum for the identification of transportation investments of greatest regional significance.

We applaud recent TPB efforts to look at the unfunded projects around the region and develop a new long-range plan to better address regional transportation needs. Developing priorities for the region requires taking a top down approach to identifying strategic investments for the region. The TPB should be looking at the bigger picture – identifying those investments, whether they exist on a local list or not, that will move the greatest number of people, most reduce travel time, and increase network reliability region-wide – and produce the best long-term return on investment.

More CLRP amendments such as these Virginia projects and greater TPB focus on investments of greatest regional significance are essential if our region is to have a 21st century transportation network that truly meets its needs and improves its competitiveness.

Sincerely,



Nancy H. Smith
Policy Director



Takes You Further.™

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

November 4, 2016

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

Dear Chairman Lovain:

The Northern Virginia Association of Realtors®, an organization representing over 12,000 area Realtors® and affiliates, respectfully requests the National Capital Region Transportation Planning Board (TPB) to adopt the following key Virginia projects to the 2016 update to the Region’s Financially Constrained Long-Range Plan (CLRP).

VIRGINIA

- **I-395 Express Lanes** – The extension of the I-95 Express Lanes for 8 miles north along the I-395 corridor will **add much needed additional capacity in the corridor** by adding a third reversible HOV lane while providing an option for single occupant drivers to utilize the HOV lanes for a toll. This expanded capacity, will help reduce congestion, improving mobility and travel time for users, as well as provide enhanced access to the Pentagon through improvements to the Eads Street interchange.

Additionally, the I-395 project **will bring improved transit service to the corridor** by dedicating a portion of annual toll revenues to **new and enhanced transit services in the corridor.**

- **I-66 Corridor Improvements Outside the Capital Beltway** – The I-66 Outside the Beltway improvements will **provide badly needed additional highway and transit capacity in what is arguably our region’s most congested corridor, providing users with better travel mobility, reliability, and greater accessibility to employment centers around the region.** The modifications to the project put forward for inclusion in the 2016 CLRP update reflect the phased approach of the Preferred Alternative selected by the Commonwealth Transportation Board and is **based on projected demand in the corridor while continuing to provide key components of the project.**
- **I-66 Corridor Improvements Inside the Capital Beltway** – The accelerated addition of a third eastbound lane concurrent with peak period/peak direction tolling, transit and bike/pedestrian improvements, TDM, and other measures may be the most regionally significant multi-modal



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

investment of all proposed amendments. The **updates bring the full benefits of the project to motorists and transit users from the outset of the project** and it **improves regional connectivity while protecting Arlington neighborhoods and making Arlington jobs more accessible to more workers throughout the region.**

- **Route 28 Widening** – The widening of Route 28 to 8 lanes plus an auxiliary lanes between I-66 and Westfields Boulevard, with a later incorporation of HOV lanes into an 8 lane roadway will provide much needed additional north-south capacity to reduce congestion and improve accessibility and mobility throughout the heavily congested corridor. A heavily congested corridor, Route 28 provides essential passenger and cargo access to Washington Dulles International Airport as well as access to the growing employment centers of the Dulles Corridor and Loudoun County.
- **VRE Gainesville-Haymarket Extension** – The westward extension of VRE is important however, we suggest that Gainesville is a more realistic and cost-effective terminus for the project, while right-of-way should be preserved for a future extension to Haymarket.

Additionally, we also support the US 1 and Route 7 improvements and the 659 projects in the FY2017-2022 Transportation Improvement Plan.

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

Again, NVAR urges your favorable consideration of these recommendations.

Sincerely,

Virgil Frizzell
Chairman of the Board



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November 8, 2016

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

Dear Chairman Lovain:

The Dulles Regional Chamber, serving western Fairfax and eastern Loudoun Counties, represents 700 businesses and is one of the largest chambers in the DC metro area.

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

The Dulles Regional Chamber urges the National Capital Region Transportation Planning Board (TPB) to adopt the following key Virginia projects to the 2016 update to the Region's Financially Constrained Long-Range Plan (CLRP).

VIRGINIA

- **I-395 Express Lanes** – The extension of the I-95 Express Lanes for 8 miles north along the I-395 corridor will **add much needed additional capacity in the corridor** by adding a third reversible HOV lane while providing an option for single occupant drivers to utilize the HOV lanes for a toll. This expanded capacity, will help reduce congestion, improving mobility and travel time for users, as well as provide enhanced access to the Pentagon through improvements to the Eads Street interchange.

Additionally, the I-395 project **will bring improved transit service to the corridor** by dedicating a portion of annual toll revenues to **new and enhanced transit services in the corridor**.

- **I-66 Corridor Improvements Outside the Capital Beltway** – The I-66 Outside the Beltway improvements will **provide badly needed additional highway and transit capacity in what is arguably our region's most congested corridor, providing users with better travel mobility, reliability, and greater accessibility to employment centers around the region**. The modifications to the project put forward for inclusion in the 2016 CLRP update reflect the phased approach of the Preferred Alternative selected by the Commonwealth Transportation Board and is **based on projected demand in the corridor while continuing to provide key components of the project**.
- **I-66 Corridor Improvements Inside the Capital Beltway** – The accelerated addition of a third eastbound lane concurrent with peak period/peak direction tolling, transit and bike/pedestrian improvements, TDM, and other measures may be the most regionally significant multi-modal investment of all proposed amendments. The **updates bring the full benefits of the project to motorists and transit users from the outset of the project** and it **improves regional connectivity while protecting Arlington neighborhoods and making Arlington jobs more accessible to more workers throughout the region**.

- **Route 28 Widening** – The widening of Route 28 to 8 lanes plus an auxiliary lanes between I-66 and Westfields Boulevard, with a later incorporation of HOV lanes into an 8 lane roadway will provided much needed additional north-south capacity to reduce congestion and improve accessibility and mobility throughout the heavily congested corridor. A heavily congested corridor, Route 28 provides essential passenger and cargo access to Washington Dulles International Airport as well as access to the growing employment centers of the Dulles Corridor and Loudoun County.
- **VRE Gainesville-Haymarket Extension** – The westward extension of VRE is important however, we suggest that Gainesville is a more realistic and cost-effective terminus for the project, while right-of-way should be preserved for a future extension to Haymarket.

Additionally, we also support the US 1 and Route 7 improvements and the 659 projects in the FY2017-2022 Transportation Improvement Plan.

For our region to remain economically competitive its strategic transportation plan must be more regionally-focused. More CLRP amendments such as these and greater focus by the TPB on investments of greatest regional significance are essential if our region is to have a 21st century transportation network that truly meets its needs and improves its e competitiveness.

The Dulles Regional Chamber urges your favorable consideration of these recommendations.

Sincerely,



Eileen Curtis | President & CEO

Dulles Regional Chamber of Commerce

3901 Centerview Drive, Suite S | Chantilly, VA 20151

Tel: 571.323.5301 | Fax: 703.787.8859

ECurtis@DullesRegionalChamber.org | www.DullesChamber.org



November 10, 2016

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

Dear Chairman Lovain:

The Northern Virginia Chamber of Commerce, representing 650 member businesses with over 500,000 employees, is committed to ensuring that our region remains the best place to start and grow a business. In order to maintain our position as a top business destination, we must continue to invest in developing a 21st century transportation network aimed at improving mobility in Northern Virginia and the entire Metropolitan Washington Region.

The Northern Virginia Chamber supports a balanced approach to the region's transportation needs predicated on achieving congestion relief, inspiring economic development, and ensuring the best return on the investment made by taxpayers. Planned improvements to I-66, I-395, Route 28, and the extension of the Virginia Railway Express (VRE) are in keeping with those priorities and are vitally important to Northern Virginia. These improvements will move more people through our region efficiently, providing commuters with transportation options and preserving carpooling incentives. Our region simply cannot afford to wait any longer for these corridor improvements.

The Northern Virginia Chamber of Commerce urges the National Capital Region Transportation Planning Board (TPB) to adopt the following key Virginia projects to the 2016 update to the Region's Financially Constrained Long-Range Plan (CLRP).

VIRGINIA

- **I-395 Express Lanes** – The extension of the I-95 Express Lanes for 8 miles north along the I-395 corridor will **add much needed additional capacity in the corridor** by adding a third reversible HOV lane while providing an option for single occupant drivers to utilize the HOV lanes for a toll. This expanded capacity, will help reduce congestion, improving mobility and travel time for users, as well as provide enhanced access to the Pentagon through improvements to the Eads Street interchange.

Additionally, the I-395 project **will bring improved transit service to the corridor** by dedicating a portion of annual toll revenues to **new and enhanced transit services in the corridor**.

- **I-66 Corridor Improvements Outside the Capital Beltway** – The I-66 Outside the Beltway improvements will **provide badly needed additional highway and transit capacity in what is arguably our region's most congested corridor, providing users with better travel mobility, reliability, and greater accessibility to employment centers around the region**. The modifications to the project put forward for inclusion in the 2016 CLRP update reflect the phased approach of the Preferred Alternative selected by the Commonwealth Transportation Board and is **based on projected demand in the corridor while continuing to provide key components of the project**.



- **I-66 Corridor Improvements Inside the Capital Beltway** – The accelerated addition of a third eastbound lane concurrent with peak period/peak direction tolling, transit and bike/pedestrian improvements, TDM, and other measures may be the most regionally significant multi-modal investment of all proposed amendments. The **updates bring the full benefits of the project to motorists and transit users from the outset of the project and it improves regional connectivity while protecting Arlington neighborhoods and making Arlington jobs more accessible to more workers throughout the region.**
- **Route 28 Widening** – The widening of Route 28 to 8 lanes plus an auxiliary lane between I-66 and Westfields Boulevard, with a later incorporation of HOV lanes into an 8 lane roadway will provide much needed additional north-south capacity to reduce congestion and improve accessibility and mobility throughout the heavily congested corridor. A heavily congested corridor, Route 28 provides essential passenger and cargo access to Washington Dulles International Airport as well as access to the growing employment centers of the Dulles Corridor and Loudoun County.
- **VRE Gainesville-Haymarket Extension** – The westward extension of VRE is important however, we suggest that Gainesville is a more realistic and cost-effective terminus for the project, while right-of-way should be preserved for a future extension to Haymarket.

Additionally, we also support the US 1 and Route 7 improvements and the 659 projects in the FY2017-2022 Transportation Improvement Plan.

For our region to remain economically competitive its strategic transportation plan must be more regionally-focused. More CLRPA amendments such as these and greater focus by the TPB on investments of greatest regional significance are essential if our region is to have a 21st century transportation network.

The Northern Virginia Chamber of Commerce urges your favorable consideration of these recommendations.

Sincerely,

Jim Corcoran
President and CEO
Northern Virginia Chamber of Commerce

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Holland & Knight, LLP

Paul J. Wiedefeld, A.A.E.

The Honorable Anthony A. Williams
Federal City Council



Washington Airports Task Force

www.washingtonairports.com

November 8, 2016

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

Dear Chairman Lovain:

The Washington Airports Task Force (WATF), a non-profit, 501(c)(3) Virginia Corporation dedicated to promoting the expansion and enhancement of aviation services for Virginia and the National Capital Region, strongly urges the National Capital Region Transportation Planning Board (TPB) to be the organization it was designed to be and focus on the significant transportation projects that will bring the most significant congestion relief to the region as a whole.

The WATF believes that our region's most serious congestion problem would be eliminated with the construction of an additional Potomac River Crossing. Unfortunately, a new river crossing is not included in the 2016 Constrained Long-Range Plan (CLRP), and it should be. The economic health of the region is dependent on our ability to move goods and people throughout the region. That is not possible today and will not be in the future without additional river crossings, relief in the I-270 corridor and the Maryland portion of the I-495 Beltway, and the projects listed below in Virginia.

- **I-395 Express Lanes** – Extending the I-95 Express Lanes north will add capacity to the corridor and bring improved transit services to the corridor.
- **I-66 Corridor Improvements Inside the Capital Beltway** – The expedited addition of a third eastbound lane is critical to protect Arlington neighborhoods from commuters, ease the commute to work for local residents, and improve passenger access to Dulles International Airport.
- **I-66 Corridor Improvements Outside the Capital Beltway** – This will provide much needed capacity in our region's most congested corridor.
- **Route 28 Widening** – The Route 28 corridor provides essential passenger and cargo access to Dulles International Airport. Route 28 is one of the very few north-south corridors in the region, and one that is desperately in need of expansion.

Additionally, we support the VRE Gainesville-Haymarket extension, US 1 and Route 7 improvements, and the 659 projects in the FY2017-2022 Transportation Improvement Plan.

The WATF urges the TPB to adopt all of these key projects into the 2016 CLRP.

For our region to remain economically competitive, its strategic transportation plan must be more regionally-focused. More CLRP amendments such as these, and greater focus by the TPB on investments of greatest regional significance, are essential if our region is to have a 21st century transportation network that truly meets its needs and improves its competitiveness. The WATF urges your favorable consideration of these recommendations.

Sincerely,

Keith W. Meurlin

44701 Propeller Court • Suite 100 • Dulles, VA 20166

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

Comments Page 91



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

Dear Chairman Lovain:

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

The Greater Reston Chamber urges the National Capital Region Transportation Planning Board (TPB) to adopt the following key Virginia projects to the 2016 update to the Region's Financially Constrained Long-Range Plan (CLRP).

VIRGINIA

- **I-395 Express Lanes** – The extension of the I-95 Express Lanes for 8 miles north along the I-395 corridor will **add much needed additional capacity in the corridor** by adding a third reversible HOV lane while providing an option for single occupant drivers to utilize the HOV lanes for a toll. This expanded capacity, will help reduce congestion, improving mobility and travel time for users, as well as provide enhanced access to the Pentagon through improvements to the Eads Street interchange.

Additionally, the I-395 project **will bring improved transit service to the corridor** by dedicating a portion of annual toll revenues to **new and enhanced transit services in the corridor**.

- **I-66 Corridor Improvements Outside the Capital Beltway** – The I-66 Outside the Beltway improvements will **provide badly needed additional highway and transit capacity in what is arguably our region's most congested corridor, providing users with better travel mobility, reliability, and greater accessibility to employment centers around the region**. The modifications to the project put forward for inclusion in the 2016 CLRP update reflect the phased approach of the Preferred Alternative selected by the Commonwealth Transportation Board and is **based on projected demand in the corridor while continuing to provide key components of the project**.
- **I-66 Corridor Improvements Inside the Capital Beltway** – The accelerated addition of a third eastbound lane concurrent with peak period/peak direction tolling, transit and bike/pedestrian improvements, TDM, and other measures may be the most regionally significant multi-modal investment of all proposed amendments. The **updates bring the full benefits of the project to motorists and transit users from the outset of the project** and it **improves regional connectivity while protecting Arlington neighborhoods and making Arlington jobs more accessible to more workers throughout the region**.
- **Route 28 Widening** – The widening of Route 28 to 8 lanes plus an auxiliary lanes between I-66 and Westfields Boulevard, with a later incorporation of HOV lanes into an 8 lane roadway will provided much needed **additional north-south capacity to reduce congestion and improve accessibly and mobility**

throughout the heavily congested corridor. A heavily congested corridor, Route 28 provides essential passenger and cargo access to Washington Dulles International Airport as well as access to the growing employment centers of the Dulles Corridor and Loudoun County.

- **VRE Gainesville-Haymarket Extension** – The westward extension of VRE is important however, we suggest that Gainesville is a more realistic and cost-effective terminus for the project, while right-of-way should be preserved for a future extension to Haymarket.

Additionally, we also support the US 1 and Route 7 improvements and the 659 projects in the FY2017-2022 Transportation Improvement Plan.

The Greater Reston area is home to the nation's largest companies including Bechtel, Leidos, Microsoft, Google, BAE Systems, Lockheed Martin, Northrup Grumman, Oracle, and Raytheon. These key regional projects will provide critical transportation links for the employees of these and all businesses in Northern Virginia.

With the expansion at Dulles International Airport and explosion of jobs along the Dulles Corridor, providing our area commuters and travelers with more travel choices will be critical to maintaining economic prosperity and better quality of life in our region.

For our region to remain economically competitive its strategic transportation plan must be more regionally-focused. More CLRP amendments such as these and greater focus by the TPB on investments of greatest regional significance are essential if our region is to have a 21st century transportation network that truly meets its needs and improves its competitiveness.

The Greater Reston Chamber urges your favorable consideration of these recommendations.

Sincerely,

Mark S. Ingrao

Mark S. Ingrao, CCP, CAE
President and CEO



November 11, 2016

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

Dear Chairman Lovain:

NAIOP Northern Virginia is a regional association which represents commercial real estate developers, owners, investors and asset managers. The major commercial property owners in Northern Virginia are members of NAIOP. Our members play an important role in the economic success of the region and the Commonwealth of Virginia. The enhancement and maintenance of our transportation network is one of the association's top priorities for our region. Improving our regional transportation network is essential for sustained regional prosperity.

On behalf of our members, NAIOP Northern Virginia urges the National Capital Region Transportation Planning Board (TPB) to adopt the following key Virginia projects to the 2016 update to the Region's Financially Constrained Long-Range Plan (CLRP).

- I-395 Express Lanes:** The extension of the I-95 Express Lanes for eight miles north along the I-395 corridor will add additional capacity in the corridor by adding a third reversible HOV lane while providing an option for single occupant drivers to utilize the HOV lanes for a toll. The I-395 project will bring improved transit service to the corridor by dedicating a portion of annual toll revenues to new and enhanced transit services in the corridor.
- I-66 Corridor Improvements Outside the Capital Beltway:** Providing needed additional highway and transit capacity through this corridor will give users better travel mobility, reliability, and greater accessibility to employment centers around the region. The modifications to the project put forward for inclusion in the 2016 CLRP update reflect the phased approach of the Preferred Alternative selected by the Commonwealth Transportation Board and is based on projected demand in the corridor while continuing to provide key components of the project.
- I-66 Corridor Improvements Inside the Capital Beltway:** The accelerated addition of a third eastbound lane concurrent with peak period/peak direction tolling, transit and bike/pedestrian improvements, TDM, and other measures will bring the full benefits of the project to motorists and transit users from the outset of the project. It improves regional connectivity while protecting Arlington neighborhoods and making Arlington jobs more accessible to more workers throughout the region.

Chairman

James E. Creedon
Vornado/Charles E. Smith

President

Martha D. Marks
NAIOP Northern Virginia

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Coleman G. Rector
Weber Rector Commercial
Real Estate Services

Spencer R. Stouffer, Jr.
Cushman & Wakefield

Keith W. Summers
Colliers International

Mil L. Wallen III
TRINITY Group Construction, Inc.

The Honorable Timothy Lovain, Chairman
National Capital Region Transportation Planning Board
November 11, 2016
Page two

- **Route 28 Widening:** The widening of Route 28 to eight lanes plus an auxiliary lane between I-66 and Westfields Boulevard, with a later incorporation of HOV lanes into an eight lane roadway will provide much needed additional north-south capacity to reduce congestion and improve accessibility and mobility throughout the corridor. Route 28 provides essential passenger and cargo access to Washington Dulles International Airport as well as access to the growing employment centers of the Dulles Corridor and Loudoun County.
- **VRE Gainesville-Haymarket Extension:** The westward extension of VRE is important, however, at this time, Gainesville may be a more realistic and cost efficient terminus for the project. The right-of-way should be preserved for a future extension to Haymarket.
- **U.S. Route 1 and Route 7 and Route 659:** We support including these in the FY2017-2022 Transportation Improvement Plan.

For Northern Virginia to remain economically competitive, the strategic transportation plan must be regionally focused. CLRP amendments such as these and greater focus by the TPB on investments of greatest regional significance are essential if our region is to have a 21st century transportation network that truly meets our needs and improves the region's competitiveness.

On behalf of our members, NAIOP Northern Virginia urges your favorable consideration of these recommendations. Thank you for considering our comments.

Sincerely,



Martha D. Marks
President



530 East Main Street, Suite 620
Richmond, VA 23219
(804) 343-1090
Fax: (804) 343-1093
SouthernEnvironment.org

November 12, 2016

The Hon. Timothy Lovain, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Suite 300
Washington, DC 20002
TPBcomment@mwkog.org

VIA EMAIL

RE: Comments on Draft Amendments to Constrained Long Range Plan

Dear Chairman Lovain and Members of the Transportation Planning Board:

The Southern Environmental Law Center would like to provide the following comments on the draft 2016 amendments to the Constrained Long Range Plan (CLRP) that are currently before the Transportation Planning Board (TPB). SELC is a non-partisan, non-profit organization that works throughout Virginia to promote transportation and land use decisions that protect our natural resources, strengthen our communities, and improve our quality of life. This includes a focus on providing balanced transportation options, encouraging more sustainable land development patterns, and maintaining and improving existing infrastructure.

Before commenting on a few of the proposed amendments to the CLRP, we would like to offer input on the plan as a whole with the hope that it can help inform your decisions on future iterations of the plan in addition to the package of amendments currently before you. Overall, we are glad to see the CLRP aims to help advance the TPB's Regional Transportation Priorities Plan (RTPP) in a number of important ways. As noted in the presentation on the draft performance analysis, the RTPP identifies maintenance as the region's top transportation priority, and the 2014 CLRP financial plan included a commitment for full funding of operations and state of good repair for transit and roads. We urge you to keep that commitment front and center in all future plans and decisions. We also want to acknowledge that the projects in the CLRP include 76 additional miles of high capacity transit. In line with the RTPP's strategies, these commitments will help ensure that the existing transit operations on which the region relies are sustained, while also making transit more accessible to others who live and work in the area.

However, the CLRP continues to put far too heavy an emphasis on new and expanded roadways. According to the presentation on the draft performance analysis, the plan would add 1,182 lane miles of freeways, expressways and arterials in the region by 2040, and yet the number of congested lane miles will nonetheless increase by nearly the same amount (1,111) during that time. Similarly, total vehicle hours of delay will increase by 74%. These findings are just the latest evidence that the region cannot pave its way out of congestion, and that a

multimodal approach that better links transportation with land use is a far more sensible and sustainable approach. Further, although projected increases in transit ridership, jobs accessible to transit, and non-single occupancy vehicle trips are all encouraging, the fact that trips taken by people driving alone only dips by 3% shows just how much more needs to be done.

Although some roadway projects are clearly needed to accommodate the region's growth, it is essential that the roadway investments included in the CLRP be centered on projects that will not spur sprawling development, encourage greater growth outside of regional activity centers, and increase driving and pollution. The 2% reduction in per capita vehicle miles traveled, while moving in the right direction, is simply too little progress to be made by 2040 considering the amount of anticipated residential and employment growth and the opportunities available to guide an even greater proportion of that growth to the region's core and the activity centers that are already linked by high capacity transit and provide multimodal options.

In light of the insufficient progress that the performance analysis projects on a number of important metrics, the CLRP needs to be revised to reduce the amount of new asphalt and better link transportation and land use. Along these lines, highway proposals like the Bi-County Parkway that would undermine these goals by opening up vast new areas to development should be removed. Notably, a much stronger shift in this direction is also needed in order to achieve the region's equity and greenhouse gas emissions reduction goals.

Turning now to a few of the proposed amendments before you, and in line with our comments above, we endorse the northern extension of the Crystal City Transitway. As noted in the project profile, this project will expand transportation choices by connecting two activity centers with Bus Rapid Transit and adding three new BRT stations along the route, while also contributing to reductions in greenhouse gas emissions and other air pollutants.

We continue to be concerned that by extending the High Occupancy Transit (HOT) network so far west, the I-66 Outside the Beltway project will facilitate the spread of sprawl, ultimately increasing congestion and intensifying the region's transportation challenges. There are some positive aspects to this proposal, such as the significant investment in new and expanded transit services that was made part of the procurement documents, and the incentive the project could help provide for high-occupancy vehicle trips—especially when linked with the Inside the Beltway project. However, we fear those benefits will be outweighed by the inducement the HOT lanes will provide to develop land in the region's western reaches rather than pursuing infill and redevelopment in the inner suburbs and regional core. We realize that the project is already in the CLRP and these amendments merely make it consistent with the Virginia Department of Transportation's preferred alternative, but we wanted to emphasize these concerns so that they might help inform your thinking on related and similar proposals in the future.

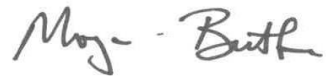
Finally, although we are strong supporters of the Virginia Railway Express (VRE), we are concerned about the adverse impacts of the proposed extension of VRE's Manassas Line as far west as Haymarket, as well as recent ridership projections for this proposal that were lower than expected. We urge you to consider including a shorter extension instead, as well as increased trainsets and the addition of new tracks in targeted areas to enable VRE to run additional trains during peak periods.

We appreciate your consideration of these comments and hope you will consider how this and future CLRPs can be improved to better meet the RTPP's goals.

Sincerely,

Handwritten signature of Trip Pollard in black ink.

Trip Pollard
Director, Land and Community Program

Handwritten signature of Morgan Butler in black ink.

Morgan Butler
Senior Attorney



November 10, 2016

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

RE: Comments on the 2016 Financially Constrained Long Range Transportation Plan

Dear Chairman Lovain:

On behalf of the Safe Routes to School National Partnership (National Partnership) and the Greater Washington DC Safe Routes to School Regional Network, I want to thank you for this opportunity to offer comments on the Draft 2016 Amendment to the Financially Constrained Long Range Transportation Plan (CLRP).

As part of the National Partnership, the Greater Washington Regional Network focuses on creating healthier and safer communities through policies that enable safe walking and bicycling as a transportation choice for children and families to and from school and in daily life. The Transportation Planning Board (TPB) and its member jurisdictions have taken a number of steps in recent years to make this vision a reality, including the passage of a Regional Complete Streets Policy in 2012 and the prioritization of expanded pedestrian and bicycle infrastructure in the Regional Transportation Priorities Plan.

We are encouraged by the investments in pedestrian and bicycle infrastructure in the 2016 CLRP Amendment. Specifically, we commend the TPB for the inclusion of a major expansion to the District of Columbia's dedicated bike-lane network. This expansion will create 3.9 additional miles of dedicated bike lanes through the addition of eight new bike lane projects to the existing network. We believe this is a very positive indication of the TPB's recognition of, and support of the rapidly increasing need for multimodal transportation options within the region.

On behalf of the Greater Washington DC Safe Routes to School Regional Network, I thank you for this opportunity to offer comments and look forward to working with you to increase the number of projects that include pedestrian and bicycle facilities and to also increase the funding for these projects in the region.

Sincerely,

Marieannette Otero
Mid-Atlantic Regional Policy Manager
Greater Washington DC Safe Routes to School Network

Greater Washington DC Safe Routes to School Regional Network
Marieannette Otero, Mid-Atlantic Regional Policy Manager
marieannette@saferoutespartnership.org | 301.676.9010
www.saferoutesgreaterwashington.org

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

1. VRE Gainesville-Haymarket Extension

Please consider ***delaying*** the VRE Gainesville-Haymarket Extension project from being incorporated into CLRP until a ***preferred alternative is selected*** and/or the ***Long Bridge Improvement Project*** (ConID-550) is also included. Data has shown that relocating the Broad Run station is the most cost effective option for increasing ridership on the VRE Manassas Line. Also, the express bus/carpool plan in I-66 HOT Project will remove a large portion of current and potentially new VRE transit users in the Gainesville and Haymarket area. Any available federal funding should be used for the Long Bridge upgrade across the Potomac River.

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

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

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

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

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

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

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

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

Mark Scheufler – Manassas, VA 20111

To Whom It May Concern: One piece that is greatly lacking, and quite frankly a dereliction of duty by area lawmakers and others, is the need for a second Potomac River crossing. Sincerely,

Doug Hansen
Virginia
douglaswalterhansen@gmail.com

There is no plan in this plan. It is merely a rubber stamp on top of a pile of whatever short-sighted transportation project Maryland or Virginia's governor at the time decided was useful for getting votes. It will not achieve our climate goals, it does not set us up for sustainability and it continues to encourage sprawling development that cannot be cost-effectively serviced with utilities let along with transportation infrastructure. Scrap it, start over and actually come up with a Transportation Plan that moves us in a sustainable direction.

Chris Slatt
Arlington, Virginia
chris@dodgersden.com

My husband and I are extremely opposed to allowing any large vehicles on the future I66 express lanes outside the beltway. We currently live at the intersection of I66 and I495 and will be enduring an additional flyover ramp added to the already noisy and once modified junction once this second construction begins. Currently, we listen on a daily and nightly basis, semi's using their "jake" brakes to slow down as they merge off of I495 onto I66 west. Allowing them to use the future express lanes will only increase this noise pollution. Additionally, during all of the public meetings held by VDOT to promote this ill thought plan, they continued to assure us that only POV's would be allowed in the express lanes. This appears to have been changed without proper vetting, public critique and timely notification. Do NOT allow VDOT to jam this down our throats!

Mary Hagopian
Dunn Loring, Virginia
rodiemade@gmail.com



COMMENTS ON THE FY 2017-2022 TIP



November 10, 2016

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

RE: Comments on the Draft FY 2017-2022 Transportation Improvement Program

Dear Chairman Lovain:

On behalf of the Safe Routes to School National Partnership (National Partnership) and the Greater Washington DC Safe Routes to School Regional Network, I want to thank you for this opportunity to offer comments on the draft FY 2017-2022 Transportation Improvement Program (TIP).

As part of the National Partnership, the Greater Washington Regional Network focuses on creating healthier and safer communities through policies that enable safe walking and bicycling as a transportation choice for children and families to and from school and in daily life. The Transportation Planning Board (TPB) and its member jurisdictions have taken a number of steps in recent years to make this vision a reality, including the passage of a Regional Complete Streets Policy in 2012 and the prioritization of expanded pedestrian and bicycle infrastructure in the Regional Transportation Priorities Plan. This body is also supportive of encouraging growth in Regional Activity Center, where the majority of the household and job growth is expected to take place in the next few decades and where most trips will take place by walking, bicycling and transit.

The Financially Constrained Long Range Transportation Plan (CLRP) Performance Analysis predicts a 49 percent increase in trips by walking and bicycling by 2040, and an even greater increase of 69 percent within activity centers. Walking and bicycling are also the only modes with a significant projected increase in overall mode share by 2040, jumping from 11 percent to 14 percent of all trips. Therefore, making further investments in these modes is critical to ensure that pedestrians and bicyclists have safe, convenient routes to reach their destinations all across the region. However, as a total percentage, **funding for walking and bicycling makes up less than 3 percent of the TIP funding.** Most of the increase in trips by walking and bicycling will come at the expense of car trips, yet roadway expenses still make up the largest percentage of funding in the TIP. While we acknowledge that the project lists reflect the priorities of local jurisdictions, the TPB could do more to encourage its members to apply for walking and bicycling funding in future rounds.

Overall, we are encouraged by the number of in pedestrian, bicycle and Safe Routes to School projects that appear in the draft FY 2017-2022 TIP, but feel they could receive greater prominence given current forecasts, policies and demographic trends. It is a commitment to the health and safety of the current and next generation; commitments of safety to community members who do not have other transportation options; and to our children, who should be able to safely enjoy the trip to school by walking or bicycling.

Greater Washington DC Safe Routes to School Regional Network
Marieannette Otero, Mid-Atlantic Regional Policy Manager
marieannette@saferoutespartnership.org | 301.676.9010
www.saferoutesgreaterwashington.org

Once again, I thank you for this opportunity to offer comments and look forward to working with you to increase the number of projects that include pedestrian and bicycle facilities and to also increase the funding for these projects in the region.

Sincerely,

Marieannette Otero
Mid-Atlantic Regional Policy Manager
Greater Washington DC Safe Routes to School Network

Greater Washington DC Safe Routes to School Regional Network

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National Capital Region
Transportation Planning Board

COMMENTS ON THE AIR QUALITY CONFORMITY ANALYSIS

November 9, 2016

Honorable Timothy Lovain, Chair
National Capital Region Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, D.C. 20002

Dear Chair Lovain:

Thank you for providing an opportunity to the Metropolitan Washington Air Quality Committee (MWAQC) to comment on the draft 2016 Constrained Long Range Plan (CLRP) and the FY2017-2022 Transportation Improvement Program (TIP). MWAQC has reviewed the draft Air Quality Conformity assessment and concurs that the transportation sector emissions associated with the proposed transportation plans meet the motor vehicle emissions budgets (MVEBs) approved for the 1997 8-hour ozone national ambient air quality standard (NAAQS).

The Washington region has made significant progress in reducing emissions of ozone precursors such as, volatile organic compounds (VOC) and nitrogen oxides (NO_x) from both transportation and non-transportation sectors over the years. As a result, the region met the 2008 ozone standard of 75 parts per billion (ppb) based on the data for the period 2012 through 2014. The region is currently working on developing a request for EPA to redesignate the area to attainment for the 2008 ozone standard along with a required demonstration to maintain compliance in the future (maintenance plan).

The Washington region is developing MVEBs for VOC and NO_x as part of the maintenance plan for the 2008 ozone standard using EPA's latest MOVES2014a model. These MVEBs will replace the currently used MVEBs, which were developed earlier using Mobile6.2 model. The MOVES2014a model includes the recently published Tier 3 vehicle emission and fuel standards rule as well as two greenhouse gas rules for motor vehicles. MWAQC appreciates that TPB is using MOVES2014a, the 2014 motor vehicle registration data, and the most current version of TPB's Travel Demand Model to update the VOC and NO_x MVEBs.

However, MWAQC also notes that EPA published a revised and tougher health based ozone standard of 70 ppb in October 2015. The draft data for the period 2014 through 2016 shows the region's design value for ozone at 72 ppb. This indicates that even though the region has made significant progress in reducing emissions, it needs to continue its efforts in order to meet the 2015 ozone standard. While the recently adopted Tier 3 program will provide significant emissions reduction benefits from the transportation sector, MWAQC will need the support and cooperation of TPB to examine emissions and to identify new cost-effective strategies and opportunities to reduce on-road mobile emissions further in order to continue progress towards meeting the ozone standard.

The Honorable Timothy Lovain
November 9, 2016

MWAQC is encouraged to learn that the region is actually achieving reductions in per capita vehicle miles travelled (VMT), even with an increase in employment. However, the region is experiencing an increase in total VMT as the population grows. Therefore, we urge TPB's continued investment in VMT and emission reduction strategies such as public transit, including all needed investments in Metro, ride-sharing, pedestrian and bike infrastructure, and other travel demand management strategies to continue to mitigate future growth in vehicle emissions. MWAQC strongly urges TPB to maintain its commitments to Transportation Emission Reduction Measures and other emission reduction measures. All of these efforts are essential to meet the 2015 ozone standard.

Thank you again for the opportunity to comment on the draft conformity analysis.

Sincerely,

Brianne K. Nadeau

Hon. Brianne K. Nadeau
Chair, Metropolitan Washington Air Quality Committee