

National Capital Region Transportation Planning Board

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

Item #5

MEMORANDUM

March 12, 2009

TO: Transportation Planning Board

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

RE: Letters Sent/Received Since the February 18th TPB Meeting

The attached letters were sent/received since the February 18th TPB meeting. The letters will be reviewed under Agenda #5 of the March 18th TPB agenda.

Attachments



U.S. House of Representatives
Committee on Transportation and Infrastructure
Washington, DC 20515

James L. Oberstar
Chairman

John L. Mica
Ranking Republican Member

David Heymsfeld, Chief of Staff
Ward W. McCarragher, Chief Counsel

February 27, 2009

James W. Coon II, Republican Chief of Staff

Ronald F. Kirby
Transportation Planning Director
National Capital Region Transportation Planning Board
Metropolitan Washington COG - Transportation Planning Dept.
777 North Capitol Street NE, Suite 30
Washington, DC 20002

Dear Mr. Kirby:

On February 17, 2009, President Barack Obama signed into law the American Recovery and Reinvestment Act of 2009 (P.L. 111-5) ("Recovery Act") to create and sustain family-wage jobs, help the United States recover from the worst recession since the Great Depression, and invest in transportation, environmental, and other infrastructure that will provide long-term economic benefits to the nation. The Recovery Act provides \$64.1 billion of infrastructure investment authorized by the Committee on Transportation and Infrastructure to enhance the safety, security, and efficiency of our highway, transit, rail, aviation, environmental, inland waterways, public buildings, and maritime transportation infrastructure.

This investment includes \$27.5 billion of Federal-aid highway funding under the jurisdiction of this Committee that is distributed directly to States and large Metropolitan Planning Organizations (MPOs) by existing statutory formulas. These funds will enable States and MPOs to proceed immediately with "quick-hit", ready-to-go construction projects. In addition, the Recovery Act includes specific "use-it-or-lose-it" deadlines by which States and MPOs must invest transportation and infrastructure funding provided under the Act.

The Committee on Transportation and Infrastructure will closely oversee the implementation of transportation and infrastructure provisions of the Recovery Act to ensure that the funds provided are invested quickly, efficiently, and in harmony with the job-creating purposes of this Act. To this end, we request that you provide the specific certification and transparency and accountability information discussed below within 45 days of the date of enactment of the Recovery Act (April 4, 2009).

Please provide the certification and transparency and accountability information on the "Federal Highway Administration, Highway Infrastructure Investment" funding under the Recovery Act which is suballocated to MPOs pursuant to Section 133 of Title 23, United States Code.¹

These requests go beyond the transparency and accountability requirements of the Recovery Act. The Recovery Act certification and transparency and accountability provisions do not specifically require MPOs to provide this information within 45 days of the date of enactment.

However, the certification and information that we are requesting are critical to the Committee's review of implementation of the Recovery Act. Furthermore, Chairman James L. Oberstar has repeatedly described and insisted upon these transparency and accountability provisions in Committee hearings (October 29, 2008, and January 22, 2009), speeches, and conference calls, and posted these requirements on our Committee website. These requirements should come as no surprise to any practitioner of infrastructure investments. We expect you to provide the requested certification and transparency and accountability information by April 4, 2009.

CERTIFICATION

Please provide by April 4, 2009, a copy of the certification required by Section 1511 of the Recovery Act. The Recovery Act requires the Governor, mayor, or other chief executive to certify that the infrastructure investment has received the full review and vetting required by law and the chief executive accepts responsibility that the infrastructure investment is an appropriate use of taxpayer dollars.²

TRANSPARENCY AND ACCOUNTABILITY INFORMATION

For amounts suballocated to MPOs under the Highway Infrastructure Investment funding,³ please provide by April 4, 2009, the following information required by the Recovery Act:⁴

- the amount of Federal funds allocated or apportioned to your Metropolitan Planning Organization by the State and the amount of Federal funds obligated and outlayed;⁵
- a detailed list of all projects or activities for which Recovery Act funds were obligated and the purpose, total cost, and rationale for funding the infrastructure investment;⁶

¹ American Recovery and Investment Act of 2009, Pub. L. No. 111-5, Title XII (2009).

² *Id.* § 1511. Such certification shall include a description of the investment, the estimated total cost, and the amount of covered funds to be used, and shall be posted on a website and linked to the Recovery.gov website. *Id.*

³ *Id.* Title XII.

⁴ Although the Recovery Act does not specifically require that MPOs provide this information within 45 days of the date of enactment, the Committee expects each MPO to provide the requested information.

⁵ *Id.* § 1201(b)(2)(A).

⁶ *Id.* § 1512(c)(3).

- the number of projects that have been put out to bid under the appropriation and the amount of Federal funds associated with such projects;⁷
- the number of projects for which contracts have been awarded and the amount of Federal funds associated with such projects;⁸
- the number of projects for which work has begun under such contracts and the amount of Federal funds associated with such contracts;⁹
- the number of projects for which work has been completed under such contracts and the amount of Federal funds associated with such contracts;¹⁰
- the number of direct, on-project jobs created or sustained by the Federal funds provided under the appropriation and, to the extent possible, the estimated indirect jobs created or sustained in the associated supplying industries, including the number of job-years created and the total increase in employment since the date of enactment;¹¹ and
- information tracking the actual aggregate expenditures by each grant recipient from State sources for projects eligible for funding under the program during the period from the date of enactment through September 30, 2010, compared to the level of expenditures that were planned to occur during such period as of the date of enactment.¹²

Please provide the certification and transparency and accountability information electronically and in a format that meets the Obama administration's requirements for Section 1201 and Title XV of the Recovery Act. Please work with the Office of Management and Budget and the U.S. Department of Transportation to address any questions regarding the format for the certifications and other information to ensure consistency among reporting MPOs.

In April 2009, the Committee will hold the first of a series of oversight hearings on implementation of the Recovery Act. We believe that the Recovery Act provides a unique opportunity to showcase the ability of transportation and infrastructure investments to create and sustain family-wage jobs and provide long-term economic benefits to the nation. We also know that every MPO partner welcomes the opportunity to demonstrate to its user-public that you can deliver these projects and create urgently needed employment in the timeframes set forth in this Act.

⁷ *Id.* § 1201(b)(2)(B).

⁸ *Id.* § 1201(b)(2)(C).

⁹ *Id.* § 1201(b)(2)(D).

¹⁰ *Id.* § 1201(b)(2)(E).

¹¹ *Id.* § 1201(b)(2)(F).

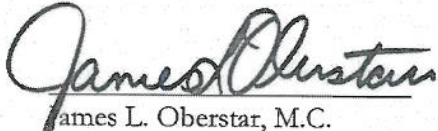
¹² *Id.* § 1201(b)(2)(G).

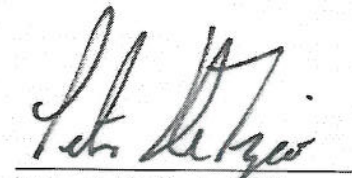
Mr. Kirby
February 27, 2009
Page 4

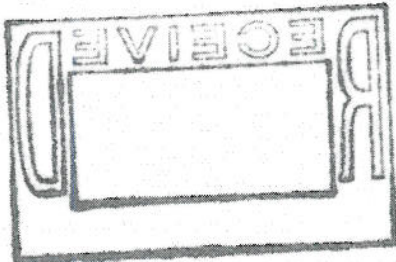
If you have any questions regarding this request, please have your staff contact Joseph Wender, Counsel of the Committee on Transportation and Infrastructure, at (202) 225-4472 or Joseph.Wender@mail.house.gov.

Thank you for your consideration.

Sincerely,


James L. Oberstar, M.C.
Chairman


Peter A. DeFazio, M.C.
Chairman
Subcommittee on Highways
and Transit



The New York Times

This copy is for your personal, noncommercial use only. You can order presentation-ready copies for distribution to your colleagues, clients or customers [here](#) or use the "Reprints" tool that appears next to any article. Visit www.nytreprints.com for samples and additional information. Order a reprint of this article now.

PRINTER FRIENDLY FORMAT
SPONSORED BY**MICKEY
ROURKE**

March 4, 2009

Stimulus Spurs Road Projects, Big and Small

By **MICHAEL COOPER**

Kansas will widen U.S. 69 to remove a bottleneck outside Kansas City, along with a few other expensive projects. Maryland will spend its money in smaller pieces, resurfacing dozens of rutted roads and highways. Colorado will build an interchange on Elk Creek Road in Jefferson County, complete with an underpass for the elk.

There is nothing monumental in President Obama's plan to revive the economy with a coast-to-coast building spree, no historic New Deal public works. The goal of the stimulus plan was to put people to work quickly, and so states across the country have begun to spend nearly \$50 billion on thousands of smaller transportation projects that could employ up to 400,000 people, by the administration's estimates.

More than a dozen states have now said how they plan to spend at least some of their transportation money, giving the clearest picture yet of how one of the president's signature programs is playing out around the country. Beyond all the money for Medicaid and unemployment benefits in the huge bill passed last month, this will be the face of the country's stimulus program: a bridge will be painted on a rural road, a new lane added on a suburban highway, a guardrail built on a median strip.

They may be old plans that the recession had forced a state to shelve, but multiplied by thousands, they will quickly get bulldozers rolling again and paychecks flowing. On the highway projects alone, the White House said Tuesday that 150,000 jobs would be created or saved.

Some states are taking radically different approaches with their transportation money. While Kansas is using it on a few big marquee projects to expand capacity at several highways, Maryland has adopted a fix-it-first policy, and plans to use its money to repair dozens of roads and bridges instead of building new ones.

The work, however mundane much of it is, cannot come too soon for a construction industry buffeted by an unemployment rate that has risen to twice the national average as many states cut back on building. Mike Gibson, the executive director of Associated Contractors of New Mexico, a trade group, said his state had lost 4,500 highway construction jobs in the last year.

"We have lost the equivalent of a plant closure," Mr. Gibson said. "When you lose 10 jobs here, 100 jobs here, it adds up very quickly."

States have tremendous latitude in how they spend the money, and in some places that is leading to pitched political battles — battles that must be waged quickly, since the states must begin spending the money in four

months. Regional politics is playing a role in some states, as local lawmakers fight to get money sent to their districts.

Since the stimulus law provided much less money for transportation than many states had expected — less than \$50 billion, which is about what the federal government spends on transportation every year — the competition for those dollars can be particularly fierce.

A fight in Washington State is emblematic of the questions facing state lawmakers across the country: Who decides how the money is spent? Is it better spent on a few big projects or many smaller ones? Should the bulk of the money go to metropolitan regions where the bulk of the population and economic activity are or should it be spread out evenly to suburban and rural areas across the state?

Seattle, in one of the most ambitious building projects in the nation, plans to tear down the aging, unsafe elevated highway that blocks off its waterfront and replace it with a tunnel. Seattle's mayor, Greg Nickels, and Washington's governor, Christine Gregoire, both Democrats, wanted to jumpstart the project with around \$75 million in stimulus money to help the city replace two major roads.

The state's Democratic-controlled Legislature had other ideas. It drew up a list of how it wanted to spend the \$341 million in transportation money — and none of it went to Seattle. Lawmakers said they had decided to spend the money on roads that the state controlled and on projects that they had been forced to put off because of fiscal constraints.

"There's not a single project in Seattle on the entire list," Mr. Nickels said in an interview, arguing that the Seattle road projects would continue to stimulate development and create jobs long after the last asphalt was spread. "The fact is that the 100 largest metropolitan areas in this country generate 75 percent of the gross national product, so if you're going to create jobs, that's where you're going to do it."

But lawmakers argued that the money should be spread out to other regions in the state. State Senator Mary Margaret Haugen, Democrat of Camano Island and chairwoman of the transportation committee, said the state had fallen behind on its planned construction projects as the economy worsened, and she saw this as an opportunity to begin catching up.

"I think everybody thought there was going to be more money," Ms. Haugen said. "Had it been double, we might have made our decisions differently."

In Texas, a proposal to use \$181 million of the federal money to help build a toll road that will eventually form part of an outer ring around Houston has drawn criticism from some transportation advocates who warn that the project will spur more sprawl.

Two schools of thought are emerging as states decide what to do with their shares.

Kansas decided to concentrate its money on a few new projects that its transportation secretary, Deb Miller, called "game changers." So it will spend nearly a quarter of its money building the next leg of a project to expand U.S. 69 in Overland Park, a bustling suburb of Kansas City. It will rebuild an interchange in Wichita in an area where developers want to put more retail space, rebuild a rural highway in Gove County that has

heavy truck traffic, and complete a 10-year project to improve a corridor in McPherson County where work was stopped because the money had dried up.

“We wanted to build projects that would have a lasting impact, so that 20 years later people could look at them and see what we did,” said Ms. Miller, who added that the department was considering making plaques to show that the projects had been paid for by the American Recovery and Reinvestment Act of 2009, the official name of the stimulus law.

Others argue that the money should be used to fix the crumbling infrastructure that already exists. They note that for years, many states have put off much-needed maintenance to save money, and that repair projects can be done quickly. In the absence of a broader policy discussion about the future of transportation — which would involve wrestling with questions about sprawl and how to reduce dependence on foreign oil — these states have decided it is better to fix existing roads than to build new ones that would only attract more cars.

Maryland is taking the fix-it-first approach — and calls the \$638 million it will receive in stimulus money most welcome, given that the state was forced to defer \$2.1 billion worth of construction and repair projects when the economy soured. John D. Porcari, Maryland’s transportation secretary, said the state would quickly put some 10,000 people to work resurfacing dozens of roads, painting and repairing bridges and putting in guardrails.

“It’s like maintaining your car: if you neglect the relatively easy periodic maintenance, you’re building up to a very big bill — and eventually replacing it,” Mr. Porcari said. “Instead of having one or two or three megaprojects, we have literally dozens and dozens of projects in every corner of the state, which maximizes the ability of local firms to compete for them.”

Now contractors across the country — many of which have had to shed workers as construction slowed to a halt — are gearing up for more work. Jim Andoga, the president of Austin Bridge & Road, which does heavy highway work in Texas, said his firm had mothballed one of the asphalt plants it owned and let go about 50 workers. Other companies have had to lay off up to half of their workforce, Mr. Andoga said.

Mr. Andoga predicted that with so many companies desperate for work, the government would get some bargains on early bids.

“I’ll tell you,” he said, “the first round of the stimulus, I think the work’s going to go pretty cheap.”

Copyright 2009 The New York Times Company

[Privacy Policy](#) | [Search](#) | [Corrections](#) | [RSS](#) | [First Look](#) | [Help](#) | [Contact Us](#) | [Work for Us](#) | [Site Map](#)



OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

March 5, 2009

Mr. Charles Jenkins
777 North Capitol Street, N.E., Suite 300
Washington, D.C. 20002-4290

Dear Mr. Jenkins:

Thank you for your recent letter expressing your concern about Pedestrian Safety and Montgomery County's contribution to the Street Smart Campaign.

We will face many challenges and difficult decisions in developing the FY10 Operating Budget. As County Executive, I must balance the needs of our residents for essential services such as affordable housing as well as others including public safety, education, libraries, transportation, health and human services, and cultural and arts funding. All current operating expenditures are being carefully scrutinized and every effort is being made to preserve existing pedestrian safety initiatives including the current contribution to the Street Smart program.

One of the steps I have taken in addressing the needs of pedestrian safety for our residents is creating the Pedestrian Safety Initiative. The program consists of various County departments contributing to the formulation and implementation of the County's Pedestrian Safety Initiative. Pedestrian safety needs are being identified and fiscal resources required to address these needs are being formulated.

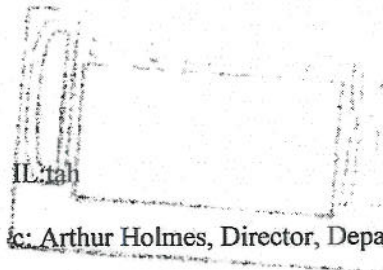
The Office of Management and Budget is currently reviewing the various pedestrian proposals. I will forward my recommendations to the County Council by March 16, 2009. My recommended budget will be posted on the County's website, www.montgomerycountymd.gov.

I remain committed to fiscal prudence in delivering a responsive and accountable County government. If you have other questions regarding the Police budget, please contact Adam Damin, Office of Management and Budget, at adam.damin@montgomerycountymd.gov or 240-777-2794.

Thank you for taking the time to share your thoughts.

Sincerely,

Isiah Leggett
County Executive



cc: Arthur Holmes, Director, Department of Transportation

FRANK R. WOLF
10TH DISTRICT, VIRGINIA

COMMITTEE ON APPROPRIATIONS

SUBCOMMITTEES:

RANKING MEMBER—STATE-FOREIGN
OPERATIONS

TRANSPORTATION-HUD

CO-CHAIR—CONGRESSIONAL
HUMAN RIGHTS CAUCUS



Congress of the United States
House of Representatives

February 23, 2009

241 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-4610
(202) 225-6138

13873 PARK CENTER ROAD
SUITE 130
HERNDON, VA 20171
(703) 709-5800
(800) 945-9853 (IN STATE)

110 NORTH CAMERON STREET
WINCHESTER, VA 22601
(540) 657-0990
(800) 850-3463 (IN STATE)

wolf.house.gov

The Honorable Charles Jenkins
Frederick County Board of Commissioners
12 East Church St
Frederick MD 21701-5402

Dear Mr. Jenkins:

I write today to share my deep concern about the Transportation Planning Board's (TPB) recent vote to remove the project to widen westbound I-66 inside the Beltway from the Constrained Long Range Plan (CLRP). I was also disappointed to learn that a rarely used "weighted" vote was used when the desired outcome was not achieved by a standard vote. I have seen in news reports that this vote may be revisited in the near future and wanted to let you know about the importance of this project.

This project has already crossed many major hurdles and the first phase was on schedule to be bid for design/build activities this fall. In today's economy, where many "shovel-ready" projects are seeking federal funding in order to create jobs, it is disappointing that the TPB would shut down a project which already has almost \$30 million in dedicated federal funding and is just a few months away from starting. It is also important to note that this portion of I-66 has already undergone countless studies, including one approved by the TPB in 2004, which have determined that this section of I-66 is severely congested and would benefit from these spot improvements.

The footprint for widening I-66 outbound from the Rosslyn tunnel already exists. No homes would be taken and with quiet payment technology that is available today, the improvements could make the highway less noisy. An additional lane would also help flush out traffic during both the morning and evening rush hours and get more cars off of neighborhood streets in Arlington, in addition to improving air quality by moving idling cars sitting in congested traffic on the highway. Contrary to what some have said, it is my understanding that polling data has indicated that a majority of Arlington residents actually support widening I-66.

I-66 is clogged morning, noon and night, seven days a week. It is incredulous that anyone would oppose relieving traffic congestion on this choked road. This project is not only critical to reducing congestion, it is also a major safety issue, especially for our area's first responders. I-66 is often so congested that ambulances, fire trucks and police cars have difficulty maneuvering through traffic. Serious concerns also have been raised about the ability of I-66 to handle traffic in case of an emergency evacuation from the nation's capital.

I have worked hard to make rail to Dulles a reality and the federal government's recent approval of the project means that mass transit is coming and will help to relieve traffic congestion in this corridor.

Lastly, I would like to point out that on May 16, 2007, the TPB voted to approve this project. Given that this project has already been approved, I urge you to reconsider the decision made last week to remove the I-66 widening project from the CLRP and vote to improve traffic flow in northern Virginia.

Best wishes.

Sincerely,

Frank R. Wolf
Member of Congress

Handwritten note:
Moms and Dad
ARE SITTING IN
TRAFFIC EVERYDAY
AND NEED YOUR HELP
I will be -



COMMONWEALTH of VIRGINIA

Office of the Attorney General

Robert F. McDonnell
Attorney General

900 East Main Street
Richmond, Virginia 23219
804-786-2071
FAX 804-786-1991
Virginia Relay Services
800-828-1120
7-1-1

February 20, 2009

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

Dear Planning Board Members:

I am writing to express my strong opposition to the National Capital Region Transportation Planning Board's recent surprise vote to remove the three planned spot improvements to I-66 inside the Beltway from the Six-Year Transportation Improvement Program and Constrained Long Range Plan until the completion of an ongoing multimodal corridor study. That study is not expected to be complete for two or three additional years.

This decision essentially means that no aspect of the project, even a "shovel ready" spot improvement that was slated to begin this year will go forward, regardless of whether it is eligible for funding under the recently signed federal stimulus act. It also is my understanding that this decision could jeopardize \$22 million of federal funding that was directed to this project.

This project would add greatly needed capacity to I-66. As a native of Northern Virginia and a frequent traveler on I-66 and the surrounding highways, I am very aware of the severe congestion issues that I-66 commuters face on a daily basis. Adding capacity to the region generally and to I-66 specifically is necessary to help alleviate the ever-increasing congestion and also to facilitate evacuation of Arlington and the District should a large-scale emergency occur.

It is my understanding that opponents to the "spot improvements" argued that the project should not go forward until the completion of a full multimodal study on how best to combat congestion. I support considering any and all solutions to easing congestion in Northern Virginia and elsewhere across the state, including expansion of rail and transit projects. However, I am not in favor of delaying for several more years a previously agreed-upon effort to immediately alleviate crystal clear problems, while the burden on commuters continues to escalate. Now is the time for action, not more study!

Office of the Attorney General

National Capital Region Transportation Planning Board

February 20, 2009

Page 2

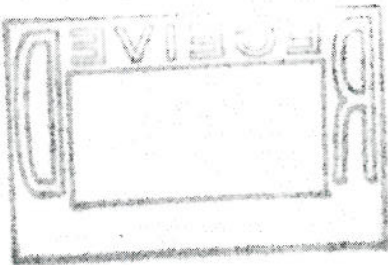
Given the very negative results of such a precipitous action for Northern Virginia commuters, an immediate reconsideration of this decision is in order. I hope the Board will continue to cooperate and work with the Virginia Department of Transportation to ensure that transportation planning for the region is carried out in an effective manner.

Sincerely,



Robert F. McDonnell

cc: The Honorable Timothy M. Kaine, Governor
Pierce R. Homer, Virginia Secretary of Transportation
The Honorable Sharon Bulova, Chairman, Fairfax County Board of Supervisors
John W. Foust, Member
Catherine M. Hudgins, Member
Jeff C. McKay, Member
Penelope A. Gross, Vice Chairman
Gerald W. Hyland, Member
Linda Q. Smyth, Member
Pat Herrity, Member
Michael R. Frey, Member





COUNTY OF PRINCE WILLIAM

1 County Complex Court, Prince William, Virginia 22192-9201
(703)792-4640 Metro (703) 631-1703 FAX: (703) 792-4637

BOARD OF COUNTY SUPERVISORS

Corey A. Stewart, Chairman
W.S. Wally Covington III, Vice Chairman
Maureen S. Caddigan
John D. Jenkins
Michael C. May
Martin E. Nohe
Frank J. Principi
John T. Stirrup

Corey A. Stewart
Chairman

March 4, 2009

The Honorable Charles Jenkins
Frederick County Board of Commissioners
12 East Church Street
Frederick, Maryland 21701-5402

RE: TPB and Interstate-66 Inside the Beltway

Dear Mr. Jenkins:

Thank you for your service on the Transportation Planning Board.

As you know, on Wednesday, February 18th, 2009 the Transportation Planning Board (TPB) voted to remove the Interstate-66 Inside the Beltway Spot Improvements from the six-year Transportation Improvement Program (TIP) and Constrained Long Range Plan (CLRP). Despite two tie roll call votes, a final weighted vote was taken resulting in a vote of 161 to 84 in favor of removing the item until such time as a multi-modal study is completed.

The decision of TPB member jurisdictions to remove I-66 spot improvements until completion of a multi-modal study along the corridor will damage the long term transportation plan for the region. Not only are the requested studies not connected to the safety spot improvements as described in the item, but this decision also jeopardizes VDOT's ability to take advantage of federal transportation funds. As you know, these dollars were secured as part of the federal SAFETEA-LU through the efforts of Congressman Frank Wolf and former Congressman Tom Davis. At a time when state and local transportation funds are extremely limited, it is unacceptable that the TPB would allow for these approved federal funds to be dismissed.

On behalf of Prince William County, I request the Transportation Planning Board revisit and reconsider its decision to remove the Interstate-66 spot improvements from the TIP and CLRP. The county is not opposed to a multi-modal approach to addressing congestion in the corridor; however, a multi-modal study should not be a condition precedent to desperately needed safety enhancements, especially considering that the funding for such improvements has already been secured by the federal government. Although the portion of I-66 in Prince William County lies outside of the beltway, the Prince William Board of County Supervisors believes that the spot improvements project will greatly improve mobility along the corridor for all northern Virginia residents.

Thank you for your consideration in this matter. Should you have any questions, please do not hesitate to contact me.

Sincerely,


Corey A. Stewart

An Equal Opportunity Employer

RECEIVED

MAR - 6 2009

Office of Charles A. Jenkins
County Commissioner
Frederick County, Maryland



February 26, 2009

RECEIVED

MAR - 2 2009

The Honorable Charles Jenkins
Frederick County Board of Commissioners
12 East Church Street
Frederick, Maryland 21701-5402

Office of Charles A. Jenkins
County Commissioner
Frederick County, Maryland

Dear Mr. Jenkins:

The Vienna Town Council voted at their February 23rd meeting to write you endorsing the I-66 project inside the Capitol Beltway. We were distressed by the Washington Post article of Saturday, February 21st stating that the Metropolitan Council of Governments Transportation Planning Board (TPB) voted to abandon the I-66 Project.

The Town of Vienna is situated at the intersection of I-66 and the Capitol Beltway. Our citizens are directly impacted by the back-up traffic that occurs daily.

This project was approved by the TPB nearly two years ago. By taking the project off the Constrained Long Range Plan (CLRP) puts it at square one making it necessary to start the process for approval all over.

We join the Fairfax County Board of Supervisors in endorsing the reinstatement of the I-66 widening project inside the Capitol Beltway as approved on May 16, 2007.

Sincerely,

M. Jane Seeman
Mayor

CC: The Honorable Frank Wolf
The Fairfax County Board of Supervisors
The Town Council
The Town Manager
The Town Attorney
The Town Clerk

Town of
Vienna
Virginia

127 Center Street, South
Vienna, Virginia 22180



Date of Council Meeting: March 10, 2009

**TOWN OF LEESBURG
TOWN COUNCIL MEETING**

Subject: Supporting approval by the Washington Metropolitan Council of Government's Transportation Planning Board including the widening of I-66 between the Rosslyn Tunnel and the Dulles Connector in the Constrained Long Range Plan (CLRP)

Staff Contact: Calvin K. Grow, P.E., Transportation Engineer

Recommendation: That the Town Council approve the proposed action supporting the Washington Metropolitan Council of Government's Transportation Planning Board.

Issue: Town Council requested staff to prepare a draft Resolution supporting approval by the Washington Metropolitan Council of Government's Transportation Planning Board including the widening of I-66 between the Rosslyn Tunnel and the Dulles Connector in the Constrained Long Range Plan (CLRP).

Background: Councilmember Reid prepared a resolution for consideration by the Town Council that is attached. Also attached is the letter from the Vienna Town Council to the Frederick County Board of Commissioners endorsing the I-66 project. Town staff has updated the attached Resolution 2003-137 supporting approval of the widening of I-66 between the Rosslyn Tunnel and the Dulles Connector and has attached the following articles and a VDOT map of I-66 for information purposes.

- Attachments:**
- (1) Resolution prepared by Councilmember Reid
 - (2) Resolution prepared by Town Staff
 - (3) Resolution 2003-137
 - (4) Letter, dated February 26, 2009, from Vienna Town Council to Frederick County Board of Commissioners
 - (5) Washington Post article, dated February 23, 2009 (1 page)
 - (6) Washington Post article, dated February 20, 2009 (2 pages)
 - (7) Press release dated February 23, 2009 (2 pages)
 - (8) VDOT map of I-66 spot improvements

PRESENTED March 10, 2009

RESOLUTION NO. 2009-

ADOPTED _____

A RESOLUTION: REQUESTING THE TRANSPORTATION PLANING BOARD OF GREATER WASHINGTON REINSTATE THE PROJECT TO ADD A THIRD WESTBOUND LANE ON INTERSTATE 66 FROM THE ROSSYLN TUNNEL TO THE DULLES CONNECTOR, AND URGE GOVERNOR KAINE TO EXPEDITE THE CONSTRUCTION

WHEREAS, expansion plans for widening I-66 were recently dropped from the National Capital Region Transportation Planning Board's Constrained Long Range Plan; and

WHEREAS, I-66 is at a choke point morning, noon and night; and

WHEREAS, the footprint for widening I-66 outbound from the Rosslyn tunnel already exists; and

WHEREAS, the estimate that the cost of adding an additional westbound lane to the Dulles connector could be as low as \$30 million; and

WHEREAS, Representative Frank Wolf (R-10th VA) and former Representative Tom Davis (R-11th VA) procured funding from the federal government to construct such a project; and

WHEREAS, another lane would flush out traffic more quickly during the evening rush hour and get more cars off Arlington residential streets; and

WHEREAS, another lane would help with the morning reverse commute; and

WHEREAS, another lane would provide a better evacuation route in the case of an emergency;

and

WHEREAS, another lane would facilitate travel to Dulles Airport, which is the economic engine of Northern Virginia; and

WHEREAS, Northern Virginia's economy would be severely impacted if Thurgood Marshall (BWI) International Airport in Maryland becomes more convenient for tourists and business travelers because of the length of time it takes to get from downtown Washington to Dulles; and

WHEREAS, the region could risk losing federal dollars if it does not work to reduce ozone levels; and

A RESOLUTION: REQUESTING THE TRANSPORTATION PLANING BOARD OF GREATER WASHINGTON REINSTATE THE PROJECT TO ADD A THIRD WESTBOUND LANE ON INTERSTATE 66 FROM THE ROSSYLN TUNNEL TO THE DULLES CONNECTOR, AND URGE GOVERNOR KAINE TO EXPEDITE THE CONSTRUCTION

WHEREAS, widening I-66 westbound would help cars move freely instead of idling and creating more air pollution thereby improving air quality; and

WHEREAS, another lane would allow motorists and Loudoun County bus commuters get home quicker to enjoy family time and improve their quality of life.

THEREFORE, RESOLVED that the Council of the Town of Leesburg in Virginia hereby request the National Capital Region Transportation Planning Board reinstate the westbound widening of I-66 into the Fiscally Constrained Long Range Plan, and

FURTHER RESOLVED that the Council of the Town of Leesburg in Virginia urges Gov. Tim Kaine to expedite the construction of this lane.

PASSED this ___ day of March 2009.

Kristen C. Umstattd, Mayor
Town of Leesburg

ATTEST:

Clerk of Council



March 11, 2009

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

Dear Chairman Jenkins:

The Northern Virginia Transportation Alliance urges the Transportation Planning Board to restore I-66 westbound spot improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program at its March 18, 2009 meeting.

The need for these improvements has been well documented by the Virginia Department of Transportation. Implementing such projects will result in improved travel speeds and safety by creating smoother merge conditions, fewer stop and go accidents, better sight lines and faster emergency vehicle response times.

The need for these improvements was reaffirmed recently by a national study conducted by a Washington state traffic analysis group, Intrix, which found that five of Northern Virginia's 14 worst bottlenecks occur on I-66 inside the Beltway.

The TPB's decision to remove these improvements from the plans also jeopardizes more than \$20 million in dedicated federal funding set aside for the project that could start later this year.

These projects have been previously approved by Virginia's Commonwealth Transportation Board, the Northern Virginia Transportation Authority and the Transportation Planning Board itself.

The I-66 Transit/Transportation Demand Management study promised by the Commonwealth of Virginia will be completed this year. You can look it up on VDOT's website – <http://www.drpt.virginia.gov/activities/I66study.aspx>.

The TPB's February 18th action to remove these improvements from air quality conformity testing was unjustified and a significant setback for the regional planning process.

It should be reversed on March 18th.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Guernsey", is written over the typed name.

David M. Guernsey
Chairman

P.O. Box 6149
McLean, VA 22106-6149
tel 703-883-1830
fax 703-883-1850
www.nvta.org

March 6, 2009

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

Re: I-66 Improvement Restoration

Dear Mr. Jenkins:

As conveyed to all Fairfax County supervisors subsequent to the February 18, TPB vote to remove spot improvements to I-66 inside the Beltway from its long range plan, I consider that action to have been outrageous and mind boggling. By their subsequent vote, the Fairfax Board has unanimously agreed and re-affirmed its long-standing support for westbound Spot Improvements to the 2009 Constrained Long Range Plan and FY 2010-2015 Transportation Improvement Program.

The need for Improvements to I-66 has been confirmed in numerous studies by VDOT and private sector transportation experts. As one of the 70,000 motorists who use that vital highway link each day in my professional capacity and as a long-time resident of Northern Virginia, I am acutely aware of the Region's transportation deficiencies of which I-66 is at the top of the list. Therefore, reversal of the Planning Board's previous misguided action at the upcoming March 18 meeting is strongly encouraged. Anything less would be unfathomable. There is much work to be done to improve our comprehensive transportation network to which missteps like the I-66 vote will only detract.

Yours truly,



B. Randolph Atkins

Northern Virginia Transportation Alliance - Member, Board of Directors
NAIOP - Past Chairman, Northern Virginia Chapter
Virginia Association for Commercial Real Estate - Member, Executive Committee



March 5, 2009

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

Dear Chairman Jenkins:

I serve on the Board of Directors of the Washington Airports Task Authority. I recognize that the I-66 between the Potomac River and the Dulles Access Road is a key link from the District of Columbia and Arlington to Dulles Airport.

Given the importance of the project, it was disappointing to learn that the Metropolitan Washington Council of Governments Transportation Planning Board did not address the region's plan at their meeting on February 18.

I would respectfully request that focus be redirected as soon as possible on implementing improvements to I-66, particularly since the inner section of I-66 provides access to Washington Dulles for a substantial number of the region's air travelers, and serves as a key as a key commuter route.

I think that you will agree that I-66 improvements will be of great benefit to our region, and anything that you can do to accelerate the process would be much appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Allan McArtor".

Allan McArtor



Chairman Sharon Bulova
Fairfax County Board of Supervisors
12000 Government Center Parkway
Fairfax, VA 22030

March 5, 2009

Chairman Bulova and members of the Board,

The Sierra Club is very disappointed to learn that the Board of Supervisors intends to seek a revote by the Transportation Planning Board (TPB) to undo the recent decision postponing the I-66 (partial) widening. We have repeatedly presented reasons for stopping this poorly conceived project. The votes in favor of postponement by Supervisors Hudgins and Smyth were in response to a serious breach of faith by VDOT for failing to follow through on the multi-modal study that has been repeatedly promised to the TPB.

VDOT devised the westbound-only I-66 "Spot Improvements" project in 2005 as a way to spend Congressional earmarks for widening I-66 without conducting an environmental assessment or impact study, which would require a formal consideration of reasonable alternatives. While this will only move the bottleneck down the road, it did come with a commitment to the TPB to do the multi-modal study. The scope of that study is described in the May 15, 2007 letter from Secretary Homer to then-Arlington County Board Chairman Paul Ferguson which was attached to the Feb. 23 letter from Secretary Homer to Supervisor Hudgins (attached). That description, in the third paragraph, indicates a scope that is clearly broader than a transit/TDM study. This discrepancy was pointed out by Arlington County in August of 2008 in a letter to then-DRPT Director Matt Tucker. Yet, Secretary Homer has clearly implied that the more limited transit/TDM study is indeed the study that the May 2007 letter promised. It is not.

The Fairfax Board should not allow this misrepresentation to stand and should condition any support on having the study redefined to include all of the management strategies identified by Arlington County.

Consider also an article in the February 23 Washington Business Journal, especially the last two lines:
"The contested segment of westbound I-66, where an extra lane was vetoed by planners, but is expected to be approved next month, doesn't even rank in the worst 200 stretches of highway. It moves at not quite 19 mph in the worst congestion, and that bottleneck only lasts six tenths of a mile"

<http://www.bizjournals.com/washington/stories/2009/02/23/daily102.html> This suggests that it may be prudent for the TPB to leave the postponement stand until the DRPT study is complete, a mere eight months away, or even better, until the proper multimodal analysis is done.

Clearly, the pressure for this project is driven by demands from the low occupancy vehicle driver, even though there are many options for reducing corridor congestion that are:

- More effective
- Cheaper
- Quicker to implement
- Longer lasting
- Better for the environment

Fairfax County has pledged to reduce its carbon emissions and professes to embrace smart growth principles, yet these goals are inconsistent with a wider I-66. If the widening succeeds in moving more vehicles (and that is far from certain) it will result in more car trips elsewhere, and more of several types of pollution. By now it should be clear, we cannot pave our way out of congestion.

Sincerely

Mary Kadera, Chair
Mount Vernon Group
Sierra Club
715 S Columbus St,
Alexandria, VA 22314

Chris Koerner, Chair
Great Falls Group
Sierra Club
3273 Fox Mill Rd
Oakton, VA 22124

Roger Diedrich, Chair
Smart Growth and Transportation Committee
Virginia Chapter, Sierra Club
3322 Prince William Dr.
Fairfax, VA 22031

3 attachments



COMMONWEALTH of VIRGINIA

Office of the Governor

P.O. Box 1475
Richmond, Virginia 23218

Pierce R. Homer
Secretary of Transportation

(804) 786-8032
Fax: (804) 786-6683
TTY: (800) 828-1120

May 15, 2007

Mr. Paul F. Ferguson Esq.
2100 Clarendon Boulevard, Suite 300
Arlington, Virginia 22201-5406

Dear Mr. Ferguson:

As you know, the I-66 Inside the Beltway Feasibility Study was completed in March of 2005 with two major recommendations: 1) to complete a series of interim improvements that could reduce congestion in the short term; and 2) to initiate multimodal studies on a wide range of long term options because no one option alone could provide complete and timely relief to the mobility and accessibility problems in the corridor.

We are moving forward with the interim improvements by including them in the draft 2007 Constrained Long Range Plan. We also plan to initiate the multimodal studies recommended previously and which you have suggested.

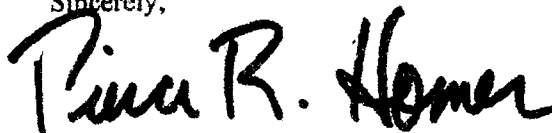
The next step is to evaluate a wide range of modal options/alternatives. A number of suggestions were made during the Idea-66 workshops that need to be examined in greater detail including bus, transportation demand management, HOV, congestion pricing, managed lanes, and road improvements for both I-66 and the local street network. The studies would undertake objective technical analyses that address both demand and operational considerations of the alternatives. Existing analyses will be used wherever possible including any long term Metrorail needs assessments.

Regional and stakeholder involvement will be provided through the Northern Virginia Transportation Authority and an appropriate work group including WMATA and the District of Columbia. The state and federal funds available for the study would be a minimum of \$1.2 million and the work would be undertaken by DRPT with the assistance of VDOT and consultants.

Mr. Paul F. Ferguson
May 15, 2007
Page 2

This "next step" study will be an important complement to the I-66 study outside the Beltway. We look forward to working with you and the Northern Virginia Transportation Authority on this important project.

Sincerely,



Pierce R. Homer

PRH:ah

Copy: Mr. Christopher Zimmerman
Ms. Judy Connally
Mr. Doug Koelemay
Mr. David S. Ekern
Mr. Matt Tucker
Mr. Barbara Reese
Mr. Dennis Morrison

I-66 Transit/TDM Study

Purpose

The purpose for the I-66 Corridor Transit/TDM improvements is to enhance mobility and reduce highway and transit congestion in the I-66 corridor.

Project Objectives

The Virginia Department of Rail and Public Transportation (DRPT) initiated the I-66 Transit/Transportation Demand Management (TDM) study in the I-66 corridor (Haymarket to the District of Columbia including Route 50 and Route 29) to identify ways and means to increase travel capacity in the corridor by expanding or enhancing transit services and through transportation demand management efforts.

Project Objectives for the study include:

- Examine and recommend transit operational concepts and capital investments that would increase transit capacity in the corridor;
- Develop recommendations for enhancing transportation demand management programs and program effectiveness to reduce single-occupant vehicular travel in the corridor; and
- Develop recommendations for actions in the short and medium timeframes.

Need

The existing and projected mobility and capacity deficiencies for the I-66 corridor are supported by:

- The limited interstate right-of-way;
- The extensive use of special purpose lanes and HOV ONLY operations;
- Existing use of shoulders as general purpose lanes during peak periods;
- The near capacity constraint of Metrorail service in the corridor;
- The high ridership levels on the Virginia Railway Express (VRE) commuter rail Manassas Line running parallel to I-66; and
- The overall congestion levels for all modes of travel in the corridor.

Scope of Work

The scope of work for the study includes seventeen tasks that are described below. In general, the scope includes major activities such as: data collection, development and testing of transit (i.e. Bus Rapid Transit) and TDM alternatives (including park-and-ride lots) and developing cost, revenue and subsidy projections for recommended alternatives.

The study process is being led by DRPT. Input into the study occurs at multiple levels that include: public and agency participation, market research, monthly meetings with a Technical Advisory Committee (TAC) made up of operators and jurisdictional staff and briefings of regional policy boards (NVTC, NVTA and PRTC). The study is underway and is scheduled for completion in October 2009. Study recommendations will provide input into the I-66 Multi-modal Transportation Environmental Study (outside the Capital Beltway) that is scheduled to start later this year.

A more detailed breakout of the tasks with their respective completion dates follows:

Task #	Task Name	Completion Date
1	Detailed Work Program	11/25/08
2	Public/Agency Participation and Market Research	9/1/09
3	Data Collection	1/26/2009
4	TAC Committee Meetings (monthly)	10/13/2009
5	Regional Authority Meetings	10/1/09
6	Purpose and Need	4/13/09
7	Current Baseline Conditions	1/26/09
8	Market Demand Methodology and Forecasts	2/16/09
9	BRT Definition and Station Sketch Planning	3/23/09
10	Transit Alternatives Development	6/15/09
11	Sensitivity Analysis	7/27/09
12	TDM Strategies	6/29/09
13	Park and Ride Lots	6/29/09
14	Cost/Revenue/Subsidy Projections	9/21/09
15	Transit/TDM Recommendations	9/28/09
16	Potential Revenue Sources	7/27/09
17	Final Report	10/26/09



OFFICE OF THE COUNTY MANAGER

2100 Clarendon Blvd., Suite 302 Arlington, VA 22201
TEL 703.228.3120 FAX 703.228.3295 www.arlingtonva.us

August 12, 2008

Mr. Matthew Tucker
Agency Director
Department of Rail and Public Transportation
1313 East Main Street, Suite 300
Richmond, VA 23219

Dear Mr. Tucker:

Arlington is pleased that the Department of Rail and Public Transportation (DRPT) has initiated the I-66 Transit/TDM Study and is providing Arlington and other localities opportunities to participate. We are concerned about the study scope, however, and request that changes to high-occupancy-vehicle (HOV) incentives and pricing be included.

As background, Arlington disagreed strongly with VDOT's decisions at the conclusion of the study entitled, "Idea-66," and specifically that every alternative carried forward included road widening. Arlington has repeatedly requested a multimodal study of the I-66 corridor before any construction, including of the spot improvements, begins. We are disappointed that the I-66 Spot Improvements project continues to move forward, but we are encouraged by the kick-off of this study. However, if the scope of the study does not include an examination of pricing or changes to the HOV incentives inside the beltway, it will not address TDM in a comprehensive way nor explore the full capabilities of transit.

Arlington staff have pointed out to Department of Rail and Public Transportation staff the need to consider pricing and HOV changes, and how TDM and transit offer a synergistic approach. The decision to take transit is heavily influenced by the perceived time and cost of the trip. Congestion pricing and HOV restrictions have a great impact on both of these factors, making the trip on transit more predictable and more competitively priced. In order to get an accurate picture of the success of transit and TDM measures in the corridor, scenarios involving congestion pricing and changing of the HOV hours and/or occupancy requirements must be examined.

We were assured by your staff that the I-66 Multimodal Transportation and Environmental Study (MTES), scheduled to be reinitiated within the next year, would examine congestion pricing and HOV restrictions on I-66 outside the

Beltway. However, because congestion pricing and HOV restrictions have such a direct impact on transit service, and affect the corridor inside the Beltway as well as outside, they should also be included as part of the I-66 Transit/TDM study.

Thank you again for involving Arlington, and thank you for considering this request. Should you have any questions or want to discuss this further, please do not hesitate to contact either me, or Tamara Ashby, Regional Planning Program Coordinator for Arlington DOT, at (703) 228-3833.

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Carlee". The signature is fluid and cursive, with a large initial "R" and a long, sweeping underline.

Ron Carlee
County Manager

Cc: Members, Arlington County Board
David Ekern, VDOT Commissioner
Julia Connally, CTB
Douglas J. Koelemay, CTB

RECEIVED
FEB 25 2009



COMMONWEALTH of VIRGINIA

Office of the Governor

Pierce R. Homer
Secretary of Transportation

P.O. Box 1475
Richmond, Virginia 23218

(804) 786-8032
Fax: (804) 786-6683
TTY: (800) 828-1120

February 23, 2009

The Honorable Catherine M. Hudgins
Member, Fairfax County Board of Supervisors
12000 Bowman Towne Dr.
Reston, Virginia 20190

Dear Supervisor Hudgins:

Thank you for your inquiry about the I-66 spot improvements.

As you know from your tenure as Chair of the Transportation Planning Board, the widening of I-66 westbound from George Mason Drive to Sycamore Street is scheduled for construction late this year or early next year. Of the estimated \$37 million in project cost, nearly \$24 million derives from dedicated federal funds in the last highway authorization bill. These funds are not available for any other use.

Attached is the May 2007 correspondence from me to then-Chairman Ferguson of Arlington County explaining that, in addition to the physical improvements undertaken to I-66 inside the Beltway, the Commonwealth would undertake an evaluation of multi-modal options in the I-66 corridor. That study is currently underway, with public comment currently scheduled for April and completion later this year. A summary of the \$1.5 million scope and schedule also is attached.

Once completed, this study will become part of the larger I-66 Environmental Impact Study for I-66 outside the Beltway. We anticipate that this larger I-66 study will begin in the May/June timeframe.

Please feel free to call me with any questions.

Sincerely,

A handwritten signature in black ink that reads "Pierce R. Homer".

Pierce R. Homer

Attachments

Cc: Chairman Bulova

PUBLIC COMMENTS RECEIVED

The following comments were received by email (TPBPublicComment@mwkog.org) or from the TPB's Public Comment form online (<http://www.mwkog.org/tpbpubliccomment/>) since the February 18 TPB meeting.

From: Christopher Belles
Subject: Widen I-66 Inside the Beltway!! Please!!
Date: 2/20/2009

Dear Sirs:

I want express my displeasure with the TBP's recent decision to remove the Interstate 66 improvement project from the regional list. I feel very strongly that this issue should be reconsidered.

For four years (1999-2003), I lived in Ballston and commuted to the Fairfax/Oakton area (beyond Metro). Every morning, I would sit patiently in my car while traffic inched along merging onto 66 westbound at Ballston. This was extremely frustrating. It was also frustrating sitting in the same jam coming eastbound in the evening.

But not just this -- The road is chronically congested at off-peak times and weekends as well!!! In fact, I know of no other section of highway in the Washington region that is congested more often than I-66 inside the Beltway. This is very frustrating. Clearly, there is demand to use this road. Please respond to the needs of the Washington region and make improvements.

Some say this widening will ruin the bike trail. Let me say this is false. I am an avid cyclist who loves to bike in the Washington area, including the Custis trail. Let me say this -- I would GLADLY deal with slightly more noise while riding along the bike trail in that area in exchange for a 3rd lane for travel when I am in my car. I would not think twice.

I could go on and on -- the issue is a sensitive one for me since I had to deal with the congestion on the road for those four years commuting to work from Ballston. I feel that the VDOT plan is a good one. Do not delay the process by ordering endless studies. This has been done enough and people are weary and tired of this sort of thing. We need action. Please be sensitive to the needs of people for auto mobility in the Washington area and reconsider the I-66 improvement project. Thank you.

Sincerely,
Chris Belles
Alexandria

From: Sarah Vilms
Subject: Opposing I-66 "Spot Improvements"
Date: 2/25/2009

These were my comments to the CTB on January 13, 2009, and I still stand by them.

I-66 “Spot Improvements”

1. **Remove the Three I-66 Spot Improvements from VDOT’s Six-Year Plan** -- and cut funding for the three “spot improvements. The funding that is dedicated to the I-66 “Spot Improvements” could be far better used for other transit projects that would move people through the corridor in a far more efficient way, as opposed to trying to move massive amounts of people through that corridor with each person in one car, one at a time. In this cost strapped environment, we should be using these dollars for the best bang for our buck. These dollars could be far more effectively used and should be put toward other transit projects – such the Dulles metro, improving access to metro, and/or many of the projects presented at the hearing on 1/13/09.

2. **I-66 “Spot Improvements” are Riddled with Flaws** – There are so many “design exceptions,” “atypical processes,” “categorical exclusions,” avoidance of NEPA reviews, and lanes that do not meet federal regulations in the I-66 spot improvement proposals that these so called “spot improvements” are just setting themselves up for legal fights and failures.

3. **No Real Benefit to I-66 Spot Improvements** – VDOT itself admits that after spending all of the money, the spot improvements may only gain riders 3-4 minutes in that corridor, and there would still be bottlenecks. If we are spending \$75 million dollars to gain 3-4 minutes, there is something seriously wrong with the cost benefit analysis. In addition, VDOT admits that the I-66 spot improvements would “increase storage of vehicles on the road.” As such, do we really want to spend \$75 million to turn I-66 into a parking lot?

4. **VDOT Needs to AT LEAST Consider Other Options** – So many organizations and individuals would not be against the spot improvements if VDOT had at least considered other means of moving people through this corridor. But it hasn’t. VDOT has gone straight to “widening” I-66 as its solution. We think this is poor planning. VDOT needs to at least consider what other options are out there to better move people through this corridor, before it plows ahead with what might be the worst possible option. There are other ways to increase the number of people moving through that corridor, such as: fully funding metro, adding more metro trains, operating buses to neighborhoods that currently can not access metro to pick people up and take them to metro, fast bus lanes, congestion pricing, more enforcement of HOV, etc.

In fact, the IDEA-66 study showed that there would be better traffic movement in 2030 if we did **nothing** now. **Doing nothing** is a better alternative than the I-66 spot improvements. (We don’t advocate doing nothing about this corridor, but at least look at the alternatives before you plow ahead with one of them that is costly, that will increase air and noise pollution and that will decrease enjoyment of the corridor for living and recreational purposes.)

5. **I-66 Spot Improvements Are Dangerous** - The I-66 spot improvements leave us with no break-down lane. If there are accidents, as there are many, this lack of a breakdown lane will prevent emergency vehicles from getting to the accidents, and will prolong the time everyone sits on I-66 even more so than now. At least now when there is an accident, the cars can move off to the side and traffic can pass. This will no longer be the case, and we will have worse traffic pile-ups.

In addition, the safety of the proposed more narrow 11-foot lanes that do not meet federal regulations are being questioned when you have traffic that is going 55 miles per hour. Communities typically use more narrow lanes as traffic calming measures because such lanes are harder to navigate and force traffic to go slower. Obviously, this may not be the “fix” we want to apply in order to move traffic faster through this corridor.

6. 1-66 Spot Improvement Will Destroy Alternative Commuting – Along with thousands of others along this corridor, I bike to work to downtown DC. The proposed I-66 spot improvements will take the buffer that we currently have between the bike path and I-66 and make it more dangerous and more unpleasant to bike to work. One of the reasons biking to work is so enjoyable is due to the “green corridor” that the WO&D trail offers. The 1-66 spot improvements will consume much of this buffer (which VDOT terms “swale and ditches”), putting bikers and cars, in some cases, dangerously close together. If and when the 1-66 spot improvements are completed, we may as well bike on the highway, as all enjoyment of the “green corridor” will have been taken. When proposals eat into the bike path with more highway, this just deters current and future bikers, joggers and alternative commuters. We need to be encouraging alternative commuting right now, not discouraging it.

7. Costs – In the current economic crisis, we don’t want to spend \$75 million to move bottlenecks around and not solve the problem. Take this money and use it for transit projects that show a vast improvement and can provide overall solutions to this corridor or others. The I-66 spot improvements studies show they do not provide a solution – they just make the traffic worse by adding more cars to an already congested corridor.

8. Before Further Consideration -- VDOT needs to promptly complete a full, fair, and transparent alternatives feasibility study for the future of the I-66 inside-the-Beltway multimodal corridor.

9. Please remove the three 1-66 Spot Improvements from the VDOT plan – and cut funding for these projects. The importance of removing the spot improvements from the VDOT plan is that we would not want money coming down through the Stimulus Bill to be used on these projects and rob funding from other better transit projects that will actually move volumes of people. Use this funding for other projects that really need it. There are far more pressing projects for people in need of sound walls, and interchanges, etc. than this costly project that will only increase air and noise pollution without any real benefit of moving volumes of people through the corridor.

Sarah Vilms

From: Jim Anderson
Subject: I-66 Spot Improvements
Date: 2/26/2009

Dear Chairman Charles Jenkins:

I am writing to express my opposition to the I-66 Spot Improvements Plan. I support the action that was taken on February 18 and hope that through further study we can arrive at a smarter plan to relieve congestion on I-66. The spot improvements will not relieve congestion in any meaningful way and as we have seen time and again, road widening just leads to more traffic and

more congestion in the medium to long term. We need smarter solutions and we need to protect our neighborhoods. I live in Maywood, adjacent to the proposed widening, and can say that inner suburban neighborhoods are under siege from auto traffic. Lyon Village, Cherrydale and many other great neighborhoods are constantly battling the incursion of more and more traffic and the associated, danger to pedestrians, noise and pollution. These are valuable neighborhoods with highly valued property that bring a lot of tax revenue to the area. If traffic continues to pinch in on these neighborhoods, I think the quality of life and the desirability of these neighborhoods and ultimately the value of the property will decline resulting in a real economic negative for the community.

I also drive on I-66 frequently and understand the traffic problems and the need to relieve this congestion. We need smarter transportation solutions that get cars off the road and mitigate congestion via other means. SMARTER NOT WIDER. I believe the costs, not just the construction costs, but all the impacts, will greatly outweigh the benefits of the I-66 widening proposal. Please do not widen I-66.

Thank you for hearing me out.

Sincerely,

James E. Anderson
Arlington, VA 22207

From: Greg Lawler
Subject: I-66 Spot Improvement Widening
Date: 3/4/2009

Widening I-66 through Arlington is the most poorly conceived plan that I have ever seen. Widening at the end of a freeway makes no sense at all. It will not reduce congestion, but encourage more people to use cars while simultaneously shifting congestion into the District where the freeway ends. This is a waste of taxpayer dollars. We should be looking for ways to get commuters out of cars by improving public transit in combination with forcing more use of carpools via extended HOV hours to reduce the number of cars, not provide more lanes for more cars.

From: Einar S. Olsen
Subject: I-66 Widening
Date: 3/5/2009

Dear Sir:

I live along the I-66 corridor in Arlington near to where Patrick Henry Dr. crosses the highway. I am opposed to any widening of I-66 at this time because other less expensive and less polluting alternatives are not being considered first. Further, the proposed widening will not help to alleviate the congestion because traffic will remain constrained at various bridges (eg., Sycamore St. overpass).

In lieu of any widening, I recommend that the following be implemented:

1. Introduce HOV-2 restrictions in the reverse commute direction similar to what is done in the opposite lanes of I-66. It has proven to be a highly effective traffic reduction strategy. Further, instituting HOV restrictions in both directions has already been put in place in another area of Virginia with good success. This is I-64 in the Hampton Roads area.

I believe that if carpooling and HOV restrictions are good for all the government employees working in Washington, DC and other nearby areas, they should be good for all the private sector workers who commute outbound to Tysons Corner and Reston.

2. Introduce bus lanes along the I-66 shoulders. This would encourage more transit use instead of just single occupancy vehicles (SOV). Bus lanes on shoulders have been effectively used in other areas of the country, most notably in the Minneapolis-St. Paul metro region. They have even been used along the Dulles Access Road. Instead of just encouraging more driving we should encourage mass transit use and give our planet and children a break from even more air pollution.

3. More work needs to be done to get more people to telecommute at least occasionally. Local, state and Federal government agencies should be required to make their employees telecommute. A good example is the US Patent and Trademark Office, where very large numbers of their employees telecommute. The private sector should be encouraged through the use of tax incentives for telecommuting and the removal of any incentives for parking their SOV. Thank you for your consideration.

Sincerely,

Einar S. Olsen
Arlington, VA. 22205-3232

From: George Barsky
Subject: Time to Act for Clean Electric Surface Transit
Date: 3/5/2009

COG TPB,

It's high time Congress, the White House and COG allowed the District of Columbia to operate clean, green, efficient, electric surface mass transit on any of its streets. Streetcars and light rail are making a strong comeback in cities all across the USA. Obviously, that form of mass transit is being recognized more and more as a worthwhile public investment to move lots of people. And there is new transportation infrastructure recognition by the Obama Administration.

Until more reliable forms of power become available, the best system by far for more than 100 years is from a simple almost invisible overhead wire.

This is how more than 400 other electric surface transit systems operate around the world and within other US cities. However, Congress banned overhead wires in parts of D.C. more than 100 years ago stifling electric surface transit progress and ultimately killing it.

It's time for Congress, the White House and COG to take a leadership role and change that law to allow streetcars to use simple, non-polluting almost invisible wire above their tracks and return to all of D.C. When the law was passed it was well intended to remove masses of utility wire from city streets. Utilities can bury their wires but transit cannot. The old underground conduit system used by the now abandoned streetcar network is too expensive and difficult to maintain or reinstall and not desirable at all.

I am not recommending a sky full of wires. A small simple overhead wire supported by decorative lampposts or nearby buildings can be extremely architecturally effective and easy to maintain without destroying the visual landscape of D.C. There are hundreds if not thousands of examples worldwide in cities just as beautiful or more so than D.C. They are not harmed by them and their beauty is enhanced by electric surface transit.

Discussions abound about clean energy, CO2 reductions and global warming, but Congress, the White House and COG have turned a blind eye in their own backyard by continuing to impose the antiquarian overhead wire ban for surface transit. Everyday officials call for change and reform in terms of energy and environment but Congress, The White House and COG do nothing to encourage D.C. to modernize its surface transport. The beauty of D.C. will not be marred by this change and enable it to eliminate many noxious and polluting buses from its streets. It's time to CHANGE how D.C. does surface transit.

Congress, The White House and COG need to get this message and take reasonable action by eliminating the overhead wire ban for surface transit within all of D.C.

By comparison to other recent problems this may seem trivial. Basically it is, except that a change in the law requires an act of Congress. I doubt that many Congressmen are even aware that giving D.C. this benefit lies within their discretion. Many of them now have modern light rail in their own districts. It's one of those niche items buried in ancient history but is quite important to the District of Columbia and all who use or want to use good surface transit therein. Allowing D.C. to resurrect electric streetcar service in all parts of D.C. will showcase an example to the nation. All that is required is a simple nearly invisible overhead wire.

It is time for new outside the box thinking regarding green electric surface transit within all of D.C. and remove the ancient wire noose from around the District's neck. The residents will applaud such new vital action.

George Barsky
Germantown, MD

From: Franz K. Gimmler, Member, East Falls Church Planning Study Task Force
Robert Dunphy, Member, East Falls Church Planning Task Force
Subject: I-66 Spot Improvements
Date: 3/7/2009

Dear Member, Transportation Planning Board

Please be considerate; that “spot” is us.

Our small community of East Falls Church was split in half when I-66 was built. It is about to be undone again, just as we are trying to reconnect it as a unified livable community. Don't do this to us again.

Everybody knows that the “I-66 Spot Improvements” are not spot improvements but an undisguised attempt to increase the thru-put capacity of the entire I-66 corridor inside the beltway. At the margins these costly disconnected lanes (not ramps) will improve some off-on movements within the corridor but these are not of interest to the sponsors of this misleading enterprise.

Fairfax County wants to provide automobile access to their county from the east. To do that they have to get the Fairfax bound cars on I-66 past Lee Highway. And there is the rub. We in East Falls Church see I-66 out of our kitchen. For us, its congestion is not a traffic simulation on a computer screen. We know that the congestion boils down to the restricted two lanes under the Lee Highway Bridge. Do nothing to those lanes and you do nothing to increase auto access to Fairfax County. The spot improvements do nothing.

What they actually do is destroy East Falls Church. The reason is that our “front driveway” provides a connection between two disconnected spot improvement “ramps” that in affect widens I-66 at into three lanes at the Lee Highway Bridge. We hope to transform our Washington Boulevard into a quiet pedestrian friendly “Main” street with cafes and shops. Instead, with the spot improvement, Washington Boulevard will become a high speed bypass around the two lane choke point under the Lee Highway bridge and our community center will be ripped down the middle by the resulting thru-traffic rush. Widening the on ramp west of Lee Highway from one to two lanes not only facilitates this traffic nightmare, it virtually assures it.

And don't imagine that the drivers scooting down the right hand lane (called a spot ramp) between Fairfax Drive and Washington Boulevard (Sycamore Street) will obediently merge left into the two lanes under the Lee Highway bridge when they can storm down the ramp, rush through East Falls Church and then roar down the double ramp returning to a four lane I-66 for the remaining shot to Fairfax County. They will surely scoot, storm, rush and roar. Your can count on it.

Please save East Falls Church from again being killed by I-66. Please vote against reconsideration of your very prudent decision to undertake a comprehensive and transparent study of all alternatives. In doing so, you will prevent a very wasteful highway project and prepare for an effective transportation project that better serve Fairfax County just as it will better serve East Falls Church.

Sincerely,

Franz K. Gimmler, Member, East Falls Church Planning Study Task Force
Robert Dunphy, Member, East Falls Church Planning Task Force

From: Mary Ellen Schehl
Subject: Widening I-66
Date: 3/11/2009

Dear Chairman Jenkins:

Chris Zimmerman was right to propose tabling the I66 project, and I thank Catherine M. Hudgins and Linda Q. Smythe for voting against widening. It seems somewhat irresponsible to proceed with widening I-66 before Virginia DOT has completed its alternatives feasibility analysis. You should also consider the impact widening this road will have on the environment and on the health of residents in the vicinity of the project.

The money earmarked for widening I-66 should be used for mass transit. According to a report "Growing Ridership Strains Overburdened Transit Agencies," aired on the Jim Lehrer News Hour on 3/9/2009, public transit ridership has increased even as gas prices have dropped. (Transcript available at http://www.pbs.org/newshour/bb/business/jan-june09/transit_03-09.html). Please stop to consider--far more people can be transported via buses or trains on any given stretch of space than can be transported in cars. Look at a portion of highway and count the cars on it. Then confront the reality that the number of cars is a good approximation of the number of people there on that road.

Thank you thinking about this issue.

Mary Ellen Schehl
Arlington, VA 22207

From: Suzanne Smith Sundburg
Subject: Reject I-66 Spot Widening & Put \$ to Better Use
Date: 3/11/2009

Dear Mr. Jenkins:

I want to thank the Transportation Planning Board (TPB) for its leadership on February 19, 2009, in voting to strike the I-66 spot-widening projects from the region's transportation plans. I urge the board not to fold under political pressure and to force VDOT to complete the multimodal transportation study. For over 50 years, VDOT's primary purpose has been highway building and expansion—roads are its reason for being. Therefore, it will *never* advocate any other type of transportation unless the TPB insists.

I frequently carpool to and from D.C. on I-66. It often takes an hour or more to go 8 miles, so I share other commuters' frustration with the traffic congestion. However, I oppose the spot-widening projects for two reasons: **The widenings won't significantly relieve traffic congestion and will waste 30 million precious taxpayer dollars.**

At the public meetings, VDOT representatives have admitted that the I-66 spot widenings would simply shift the choke points from their current locations to new positions along the highway.

Moreover, there are no federal or state funds to widen the I-66 Rosslyn tunnel—the most expensive and intractable choke point inside the beltway. Without widening the Rosslyn I-66 tunnel itself, the rest of the spot improvements are of little value, at best.

A Picture Is Worth a Thousand Words ...

Because our population continues to grow by leaps and bounds, we must begin thinking about how to move people, not cars, more efficiently. The poster below illustrates why we can't simply pave our way out of congestion problems—it shows the inordinately large amount of road space that cars (as opposed to buses or bikes) use to transport the same number of passengers.(1)

**Amount of space required to transport the same number of passengers by car, bus or bicycle.
(Poster in city of Muenster Planning Office, August 2001)**



Transportation Experts Reject Widening

Many transportation experts agree that road expansion simply isn't the best or smartest long-term use of available resources to solve road congestion.

The Livable Region Coalition, Vancouver, British Columbia makes the following statement:

Traffic congestion road building is typically presented as a solution to traffic congestion. But experience demonstrates that new and wider freeways merely attract more traffic, especially over the long term. Traffic planners and engineers call this the Triple Convergence Principle: widened roads attract drivers who previously used alternative routes, traveled at other times or used different modes of transport. Additional development is stimulated and is likely to be car-dependent. People begin to travel further and more frequently until the widened highway is once again congested (Anthony Downs, *Stuck in Traffic*, 1992).(2)

And, we've already seen the triple convergence principle in action along I-395/95, where repeated road widening has failed to relieve traffic congestion between Washington, D.C., and the outlying Virginia suburbs.

Victoria Policy Institute Executive Director Todd Litman (who has provided technical support to

D.C.'s Downtown Congestion Management Task Force) agrees that highway expansion actually encourages more drivers to use the road, and thus exacerbates the problem it was intended to solve.(3)

The Sacramento Area Council of Governments concurs, saying,

The statement "We cannot build our way out of congestion" is essentially correct, because large metropolitan regions lack the resources, community will, and ultimately the space to provide for uncongested travel by auto. ... Roads designed for peak period traffic cost too much, take too much land, are underused too much of the day, and cause unacceptable community and environmental impacts. ... Extensive roadway capacity does not solve congestion: cities with the largest highway systems—Los Angeles, Houston, San Diego, Atlanta—also have some of the nation's worst traffic congestion.(4)

Select Effective Alternatives for Spot Widening \$

The money earmarked for I-66 spot widening should be redirected to more effective congestion solutions: relieving the bottleneck at Metro's crossing under the Potomac River and implementing rapid bus transit along the I-66 corridor.

Metro's new Silver Line from Dulles to Falls Church is projected to add 60,000 *DAILY* riders to the system.(5) Unless the expansion of Metro's Potomac tunnel coincides with the Silver Line's debut, the system will be unable to handle the additional riders without unacceptable delays—making the \$900 million federal transportation grant for the new Silver Line virtually worthless.

Unlike the spot-widening plan to shift choke points around on the road, the new Silver Line will actually take cars off of I-66 and reduce congestion.

A near-term congestion relief option already exists: it's called bus rapid transit. Not only has the U.S. GAO recognized and promoted the benefits of bus rapid transit,(6) but Montgomery County Council member Marc Elrich also supports it as a cost-efficient and effective solution to traffic gridlock.(7)

Bus rapid transit can be implemented quickly, and buses carry 10+ times more passengers than do cars (assuming that each car carries 4 passengers and each bus carries about 50) for the same amount of road space.

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

Thank you for your time and consideration.

Sincerely,

Suzanne Smith Sundburg
Arlington VA 22209

Endnotes

(1) United Nations Environment Programme Web site.

<http://www.unep.org/geo/geo4/media/graphics/Zoom/2.06.jpg>

(2) *Will Freeway Expansion Kill the Livable Region? Questions about the B.C. Government's Port Mann and Highway 1 proposal for the Vancouver Region: A Position Paper* prepared by the Livable Region Coalition, 10/04. http://www.livableregion.ca/pdf/LRC_Final_1.pdf

(3) *Smart Transportation Investments: Reevaluating The Role Of Highway Expansion For Improving Urban Transportation*, Todd Litman, Victoria Transport Policy Institute, 10/06. http://www.vtpi.org/cong_relief.pdf

(4) Sacramento Area Council of Governments Web site, Issue Paper on Road Expansion (Draft), November 2005.

<http://www.sacog.org/mtp/pdf/MTP2035/Issue%20Papers/Road%20Expansion.pdf>

(5) *The Washington Post*, "U.S. Transportation Chief Backs Dulles Rail Project," Amy Gardner 1/8/09, Section B01. <http://www.washingtonpost.com/wp-dyn/content/article/2009/01/07/AR2009010703384.html>

(6) U.S. General Accounting Office Web site, *MASS TRANSIT: Bus Rapid Transit Shows Promise*, Report to Congressional Requesters, 9/01. <http://www.gao.gov/new.items/d01984.pdf>

(7) *The Washington Post*, "Md. Busway Promoted As Solution To Gridlock," Miranda S. Spivack, 12/8/08, Section B01. http://www.washingtonpost.com/wp-dyn/content/article/2008/12/07/AR2008120702317_pf.html

From: Tamar Yager
Subject: TPB comments for 3.18.09 hearing
Date: 3/11/2009

Comments to Transportation Planning Board, March 18, 2009

Some pro-growth advocates who believe that road building is the only viable solution to traffic congestion are outraged at the February 18 decision of the National Capital Region Transportation Planning Board (TPB) to suspend the I-66 "Spot Improvement" project until completion of I-66 multimodal corridor study that VDOT agreed to do in 2007.

The Northern Virginia Transportation Alliance (NVTA) is particularly upset that Fairfax County Board members Linda Smyth and Catherine Hudgins voted to support the TPB resolution. It says the Virginia Commonwealth Transportation Board deems the project necessary and asks the TPB to affirm its support for it by reversing its February 18 vote. NVTA is right that CTB has endorsed the de facto widening of I-66, but its uncritical support for the project has been called into question by the mandate of the Governor's Commission on Climate Change to reduce vehicular GHG emissions, which it believes contribute significantly to climate change. Among the transportation related measures the commission has called for are:

- increasing state and local transit and rail funding to maintain existing infrastructure and services, meet increasing demand, and encourage local and regional land use patterns which minimize GHG emissions;
- targeting available transportation funds towards existing communities and designated urban development areas and promoting compact, walkable, transit oriented communities;

- requiring that environmental analysis and review of major transportation projects/networks include projections of the resulting GHG emissions.

VDOT's revised Six-Year Improvement Program, 2009-2014 with emphases on major new construction projects on I-95 and the Beltway flout these recommendations. Completion of the Woodrow Wilson Bridge project alone entails dozens of major construction and demolition projects designed to expand road capacity. It will induce traffic around the Beltway and cost hundreds of millions of dollars over the next six years.

Under a responsible transportation program, the amount of spending on mass transit would not be dwarfed by road building. It would match it. Yet of the \$7.7 billion budgeted for transportation projects in Northern Va., the Virginia TIP allocates \$797 million or about 10 percent for all transit, bicycle and pedestrian related projects combined. The TIP places the Governor's Commission on Climate Change and VDOT on a collision course, and casts serious doubt on the political will of officials in the state of Virginia to do anything about climate change.

Within this context the I-66 Spot Improvement project serves as a bellwether of the direction the state is heading: more wasteful spending, less rational planning and total disregard for sober warnings from the nation's foremost climate experts. In some counties road building may be the only viable transportation option for local residents, but not I-66. The solution to its recurrent bottlenecks is sitting right in this room, WMATA's representative to the TPB. He stands ready to show how in the near term enhanced HOV with express bus service will ease congestion on the I-66 roadway and how in the long term a third rail will ease congestion on Metrorail itself.

Tamar Yager
Green Party of Virginia
Falls Church, Va. 22042

Restore I-66 Improvements Now!

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

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

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

Name: Noel Hamilton
Address: 819 Swinks Mill Road
McLean VA 22102

Restore I-66 Improvements Now!

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

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

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

Name: Martha Lujan Pauly
Address: 7332 Baldwin Ridge Rd.
Warrenton, VA 20187

Restore I-66 Improvements Now!

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

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

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

Name: Angela O'Grady
Address: 1701 Peasby Lane Ave #300
WDC 20006

Restore I-66 Improvements Now!

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

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

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

Name: Margaret Arie
Address: 10226 Sammeland Ave
Ax STA, VA 22021

Restore I-66 Improvements Now!

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

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

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

Name: BONNY WHITE
Address: 43110 BARONS ST
CHANTILLY, VA 20152

Restore I-66 Improvements Now!

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

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

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

Name: PARKER TERRY
Address: 41636 WILSON BLVD.
ARLINGTON, VA 22203

Restore I-66 Improvements Now!

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

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

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

Name: FRED FREE
Address: 4124 KENDRA WAY
CENTREVILLE, VA 20122

Restore I-66 Improvements Now!

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

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

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

Name: CHARLES K. COROLE
Address: 16090 SHEPHERDWAY
GAINESVILLE, VA 20155

Restore I-66 Improvements Now!

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

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

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

Name: JEFF WITTE
Address: 6022 JACLYN DRIVE
WARRENTON, VA 20187

Restore I-66 Improvements Now!

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

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

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

Name: Wise Gibson
Address: 750 N Randolph St Apt 1581
Arlington, VA 22203

Restore I-66 Improvements Now!

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

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

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

Name: Ann Mitchell
Address: 7540 Fellsland Dr
Annville VA 20155

Restore I-66 Improvements Now!

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

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

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

Name: Amanda Wallace
Address: 3739 Brickett Place
Woodbridge, VA 20192

Restore I-66 Improvements Now!

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

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

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

Name: Amber Wallace
Address: 3939 Brickeet Place
Woodbridge, VA 22192

Restore I-66 Improvements Now!

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

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

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

Name: Bloda Benson
Address: 7871 Rollingwood
Springfield, VA 22152

Restore I-66 Improvements Now!

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

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

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

Name: Ashleigh Wallace
Address: 3939 Brickeet Place
Woodbridge, VA 22192

Restore I-66 Improvements Now!

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

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

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

Name: Susan Caudle
Address: 3939 Brickeet Place
Woodbridge, VA 22192

Restore I-66 Improvements Now!

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

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

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

Name: Sarah Fredenctson
Address: 1600 Tysons Blvd. Suite 200
McLean, VA 22102

Restore I-66 Improvements Now!

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

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

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

Name: Robin L. Sparrow
Address: 6610 N. Jackson St
Springston, VA 22207

Restore I-66 Improvements Now!

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

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

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

Name: Leo S. Fisher of Susan J. Duncan
Address: 779 Spencer Road
McLeary, VA 22102

Restore I-66 Improvements Now!

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

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

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

Name: Mike O'Hara
Address: 14C Ashby St.
Alexandria, VA 22305

Restore I-66 Improvements Now!

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

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

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

Name: SAM SANDERS
Address: 901 N. Pellard St
Arlington, VA 22203

Restore I-66 Improvements Now!

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

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

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

Name: Rachel Frederickson
Address: 905 South 20th Street
Arlington, VA 22202

Restore I-66 Improvements Now!

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

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

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

Name: B. SANDRAH ATKINS
Address: 9108 WEAVER DR
GREAT FALLS, VA 22066

Restore I-66 Improvements Now!

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

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

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

Name: Alan Ferrell
Address: 1717 Division Ave.
McLean VA 22101

Restore I-66 Improvements Now!

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

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

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

Name: Paul Schweitzer
Address: 1600 Tysons Blvd, Suite 200
McLean VA 22102

Restore I-66 Improvements Now!

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

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

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

Name: Matthew D. Ward
Address: 1000 Tysons Blvd, # 200
McLean, VA 22102

Restore I-66 Improvements Now!

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

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

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

Name: Ryan Mures
Address: 1600 Tyson Blvd, Ste 200
McLean, VA 22102

Restore I-66 Improvements Now!

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

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

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

Name: Mark Roberts
Address: 10106 Andrew Drive
Great Falls VA 22066

Restore I-66 Improvements Now!

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

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

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

Name: Edwin Gotico
Address: 9019 Armadon Dr, Springfield, VA

Restore I-66 Improvements Now!

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

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

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

Name: Lesley Bryant
Address: 1600 Tysons Blvd suite 200
McLean VA 22102

Restore I-66 Improvements Now!

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

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

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

Name: Steven Hubberman
Address: 1600 Tysons Blvd #200
McLean, VA 22102

Restore I-66 Improvements Now!

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

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

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

Name: Carrie B Atkins
Address: 988 West Dr
Crest Falls, VA 22066

Restore I-66 Improvements Now!

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

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

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

Name: JT KANG
Address: 1600 TYSONS BLVD, SUITE 200
MCLEAN, VA 22102

Restore I-66 Improvements Now!

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

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

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

Name: LAWSON WILDER
Address: 5305 BROOKWAY DRIVE
BETHESDA MD, 20816

Restore I-66 Improvements Now!

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

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

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

Name: MARGUERITE PLCASANTS
Address: 1600 TYSONS BLVD #200
MCLEAN VA 22102

Restore I-66 Improvements Now!

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

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

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

Name: Leleaz Middelton
Address: 2309 39th St NW
Washington DC 20007

Restore I-66 Improvements Now!

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

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

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

Name: David Scheinberg
Address: 1024 Sweetwood Ave
Rakville, MD 20880

Restore I-66 Improvements Now!

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

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

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

Name: Dan Klueyer
Address: 9904 Bedfordshire Ct
Potomac, MD 20854