

ITEM 7 - Action
February 18, 2015

Compilation of Comments Received Regarding the Project
Submissions for the Air Quality Conformity Analysis of the
2015 CLRP and the FY 2015-2020 TIP

**Comments Received on the Project Submissions for
Inclusion in the Air Quality Conformity Analysis for the
2015 CLRP and the FY 2015-2020 TIP**

Comment on one or both of the I-66 Improvement projects

Submitted by: A Business

Beckner, Roy *Gainesville, VA 20155* *2/14/2015*

S. W. Rodgers, Co. Inc.

Subject: TPB Letter 2/11/15 re: I-66

TWIMC,

Attached please find my letter to Chairman Mendelson of the TPB regarding the need for I-66 improvements in the CLRP & the FY 2015-2020 TIP.

Respectfully,
Roy Beckner,

Roy O. Beckner, Jr.
Director of Business Development
S. W. Rodgers, Co. Inc.
5816 Wellington Rd.
Gainesville, Va. 20155

See attachment on page 99.

Fauls, Brian *Leesburg, VA 20147* *2/14/2015*

Loudoun County Chamber of Commerce

Subject: Loudoun County Chamber of Commerce comments | Projects to be tested for air quality conformity and u

Please see attached comments.

See attachment on page 100.

Ingrao, Mark *Reston, VA 20190* *2/14/2015*

Greater Reston Chamber of Commerce

Subject: Letter Re: I-66 Improvements

Dear Chairman Mendelson,
Please find attached the Greater Reston Chamber of Commerce's letter regarding the I-66 improvements.

Thank you for the opportunity to comment on this vital issue to the businesses along the Dulles Corridor.

Best,
Mark

Mark S. Ingrao, CCP, CAE
Greater Reston Chamber of Commerce
President & CEO
1886 Metro Center Drive
Suite 230
Reston, Virginia 20190

See attachment on page 102.

Lindgren, Jon

Chantilly, VA 20151

2/14/2015

Northern Virginia Building Industry Association

Subject: TPB Support Letter from NVBIA

Attached, please find NVBIA's letter supporting corridor improvement projects on I-66.

Thanks for allowing us the opportunity to provide comment on this important regional issue.

If you have any questions regarding our letter of support, please don't hesitate to contact me.

Sincerely,

Jon

Jon W. Lindgren
Executive Vice President
Northern Virginia Building Industry Association
3684 Centerview Drive, Suite 110-B
Chantilly VA 20151

See attachment on page 103.

Sewall, Jessica

Washington, DC 20006

2/14/2015

Greater Washington Board of Trade

Subject: I-66 Corridor Improvements TPB

Good afternoon,

The attached letter is the Board of Trade's position on I-66.

Thank you!

Jessica Sewall
General Manager
Greater Washington Board of Trade
1725 I Street, NW, Suite 200
Washington, DC 20006

See attachment on page 104.

Veverka, Josh

Fairfax, VA 22031

2/14/2015

Northern Virginia Association of Realtors

Subject: NVAR Comments on 2015 Financially Constrained Long-Range Transportation Plan (CLRP) and FY 2015-2020

Good Afternoon,

Please see the attached comment letter from the Northern Virginia Association of Realtors® (NVAR) urging the National Capital Region Transportation Board to endorse projects on the I-66 Corridor both inside and outside the Capital Beltway for air quality analysis and inclusion in the 2015 update to the Financially Constrained Long-Range Plan and FY 2015-2020 Transportation Improvement Program.

NVAR considers transportation one of its top priorities and improving our regional transportation network as essential for sustained regional prosperity and continued growth of the real estate market.

Thank you for your consideration.

Josh Veverka

Government Affairs Director

Northern Virginia Association of Realtors®

See attachment on page 105.

Vidulich, Joe

Tysons Corner, VA 22102

2/14/2015

Fairfax County Chamber of Commerce

Subject: TPB Public Comment for inclusion of the I-66 projects in the CLRP

To whom it may concern:

Attached please find a letter from the Fairfax County Chamber of Commerce in support of the inclusion of the I-66 projects in the CLRP. The Fairfax Chamber urge the National Capital Region Transportation Board to endorse projects for air quality analysis and inclusion in the 2015 update to the Region's Financially Constrained Long-Range Plan and FY 2015-2020 Transportation Improvement Program.

Please let me know if you have any questions.

Best,

Joe

--

Joe Vidulich | Vice President of Government Relations
Fairfax County Chamber of Commerce | The Voice of
Business in Northern Virginia
7900 Westpark Drive, Suite A550, Tysons Corner, VA
22102

Direct: 703.752.7544 | Mobile: 703.483.1806

Twitter: @fairfaxchamber & @Joe_Vidulich

See attachment on page 106.

Submitted by: A Government Body or Representative

Anderson, Kael

Washington, DC 20004

2/14/2015

National Capital Planning Commission

Subject: NCPCC comments on 2015 CLRP

Attached please find an electronic version of the National Capital Planning Commission's comments on the 2015 Financially Constrained Long-Range Transportation Plan. A hard copy is in transit.

See attachment on page 107.

Submitted by: An Individual

, Bob D.

2/14/2015

Subject: Rember the I-66 decision

The TPB's original vote on I-66 was one of its finest hours, a principled stance on a poorly conceived project to build a freeway through an inner suburb at a time when DOT's throughout thenation were rethinking such projects. Maryland DOT studied, and decided, against building I-95 inside the Beltway. The TPB's vote caused the Virginia Highway Department to rethink the plan, creating what the ASCE called "one of the most innovative highways in American history". Rewarding residents who benefit from lower housing costs of living farther out by improving their commutes through innersuburbs made no sense then, and it does not now. The TPB lived with the political consequences of alienating one of its key sponsors for years. Nothing has changed, and the TPB needs to draw on such courage again. Do not expand I-66 inside the Beltway to benefit outer suburban residents through inner suburbs. Pricing or increasing the car pool requirements would be a better start. Sincerely,

Robert T. Dunphy

580126th St. N

Arlington, VA 22207

, Duball - Marc Dubick

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name:

Address:

Absetz, Sarah

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

Past HOT-lane projects on I-495 and I-95 have also given too much control and revenue to the private toll operator and failed to fund the transit we need as a core part of the solution. So, if you ultimately elect to move forward with the private HOT-lane option, you must guarantee that there is identified funding and concrete steps to implement significantly expanded rapid bus transit and Virginia Railway Express service, while also reserving right-of-way for future Metrorail.

For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Sarah Absetz
1200 S Courthouse Rd Apt. 511
Arlington, VA 22204

Adamchak, S

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

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I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Steve Adamchak

14083 Winding Ridge Lane

Centreville, VA 20121

Allen, Linda

2/14/2015

Subject: Study all of the options for I-66

Northern Virginia has enough sprawl! Given the cost and potential impact of VDOT's private HOT-lane proposal for I-66, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Linda Allen
1105 S. 23rd Road
Arlington, VA 22202

Alloy, Dennis

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Dennis C. Alloy

cell 703-587-5692

1944 Lord Fairfax Road

Vienna VA 22182

Alloy, Marjie

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Marjie Alloy
1513 Victoria Farms Lane
Vienna, VA 22182

Alloy, Steve

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Steve Alloy
Address: 1513 Victoria Farms Lane, Vienna, VA 22182

Ames, Michael E.

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

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Please support these projects for air quality conformity testing.

Name: Michael Ames
Address: Boyce, VA

Antos, J

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

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I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Jessica Antos

Address: Valley Ridge Circle, Fairfax, VA

Argon, Matt

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

Past HOT-lane projects on I-495 and I-95 have also given too much control and revenue to the private toll operator and failed to fund the transit we need as a core part of the solution. So, if you ultimately elect to move forward with the private HOT-lane option, you must guarantee that there is identified funding and concrete steps to implement significantly expanded rapid bus transit and Virginia Railway Express service, while also reserving right-of-way for future Metrorail.

For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Matt Argon
37 N. Oakland Street
Arlington, VA 22203

Arthur, S

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

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I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Steven Arthur

Address: 14026 Thunderbolt Place, Chantilly

Bailey, Charlie

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Charlie Bailey

Charlie Bailey
600 26th Street South
Arlington, VA 22202

Barker, Chris

2/14/2015

Subject: Study all of the options for I-66

I feel that the money should mainly be spent, and maybe ONLY spent, to maintain the roads for safety concerns. A big portion of the transportation funds should be spent to build another beltway, farther out from the current beltway, to make it easier for cars to travel from VA to MD, instead of having to come all the way in to the current beltway, which creates many traffic problems and congestion.

All other transportation funds should be spent on exponentially expanding the rapid transit system, in particular the "spokes" out from DC of the current subway system. More lines should be sent out in to the suburbs, with a "subway beltway" created as well, so that everyone doesn't have to go in to Metro Center to change trains/lines.

If the voters determine that adding HOT lanes is acceptable for I66, then NOT one dollar of tax payer money should be spent on it, but rather it should all be paid for by the developer who will make money off of the project. The reason I feel this way is that the HOT lanes are only for those who have the money to pay their way on to the lanes. And taxpayer money should only be used for projects that will benefit ALL taxpayers, not just the well-to-do.

The voters voted against the current 495 HOT lanes, but then the govt. overrode that vote, and used funds to pay for the HOT lanes, against voters wishes. This behavior by the govt. needs to stop, and those who practice it should be fired.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Chris Barker
301 River Bend Road
Great Falls, VA 22066

Barrett, Michael E.

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name:
Address:

Michael Barrett
Division Vice President Northern Virginia
STANLEY MARTIN HOMES

Bartos, Scott

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Scott Bartos
N. Courthouse Road
Arlington, VA 22202

Beam, Larry

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

As both a commuter who uses 66 every day, and as the Managing Director of an engineering office located in Rosslyn, I can state emphatically that improvements are desperately needed.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Larry Beam, PE, LEED AP
Senior Vice President/Managing Director
Building Electrical Systems

WSP 1600 Wilson Boulevard, Suite 1200, Arlington, VA 22209
Direct: +1-571-527-1481
Main: +1-202-362-2800
Mobile: +1-703-785-5305

www.wspgroup.com/usa <<http://www.wspgroup.com/usa>>

Subject: Support Northern Virginia/I-66 Projects for Air Quality Testing

To: Members of the Transportation Planning Board:

- I urge the National Capital Region Transportation Planning Board to 'SUPPORT' the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.
- I-66 is an integral link and connector for virtually every jurisdiction and major activity center in the Northern Virginia Region.
- Today, I-66 congestion is crippling our region and poses a major threat to the region's continued economic viability, growth and global competitiveness.
- Upgrading and approving the direly needed improvements to the I-66 corridor is long overdue.
- It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.
- This is NOT the time to continue kicking the can down the road it's, "TIME TO BUILD A BRIGHTER ROAD TO THE FUTURE"!!!

Please support these projects for air quality conformity testing.

Roy O. Beckner, 5920 Affirmed Pl. Gainesville, Va. 20155

Roy O. Beckner, Jr.

Director of Business Development

S. W. Rodgers, Co. Inc.

5816 Wellington Rd.

Gainesville, Va. 20155

703-591-8400, ext. 1104

703-409-8755, cell

rob@swrodgers.com <mailto:rob@swrodgers.com> , email

www.swrodgers.com <http://www.swrodgers.com> , web

Benjamin, V

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name:

Address:

Bensing, Richard

2/14/2015

Subject: I Support Northern Virginia I-66 Projects

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Richard Bensing

Address: 40601 Hurley Ln, Paeonian Springs, VA 20129

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I strongly urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Traffic along this corridor is a detriment to folks who live and work in the region. It is laughable that I-66 narrows inside the beltway to a completely unrealistic and unsuitable two travel lanes (in each direction). Do what's right. Make it functional. No one should have to sit in that traffic each day to earn a living.

Mike Bianchino

1100 1st Street SE

Washington DC 20003

Bickmore, Paul

2/14/2015

Subject: Study all of the options for I-66

Support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of the Virginia Department of Transportation's private High Occupancy Toll lane proposal, first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other cheaper and less damaging alternatives.

Past High Occupancy Toll lane projects on the Beltway and Interstate 95 have also given too much control and revenue to the private toll operator and failed to fund the transit we need as a core part of the solution. So, if you ultimately elect to move forward with the private HOT-lane option, you must guarantee that there is identified funding and concrete steps to implement significantly expanded rapid bus transit and Virginia Railway Express service, while also reserving right-of-way for future Metrorail.

For Interstate 66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with High Occupancy Vehicle and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across Interstate 66.

Thank you,

Paul Bickmore
411 North Fayette Street
Alexandria, VA 22314

Blaney, Jarod D.

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Jarod Blaney

Address: Jarod.blaney@gmail.com

Blatt, Gail

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

Past HOT-lane projects on I-495 and I-95 have also given too much control and revenue to the private toll operator and failed to fund the transit we need as a core part of the solution. So, if you ultimately elect to move forward with the private HOT-lane option, you must guarantee that there is identified funding and concrete steps to implement significantly expanded rapid bus transit and Virginia Railway Express service, while also reserving right-of-way for future Metrorail.

For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Gail Blatt
5316 Dunsmore Rd
Alexandria, VA 22315

Bonaccorsi, Peter

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

I live in DC and have worked in Fairfax County and Arlington County for almost 30 years. The I-66 Corridor has been a major congestion corridor for at least 15 years. I would urge the TPB/COG to add both of these projects to the CLRP as soon as possible and to support state, local and federal funding so that both of these projects can become a reality in the near future. I also strongly support the lane widening of I-66 inside of the Beltway. There is no logical or valid reason to delay these improvements.

Name: Peter Bonaccorsi

Address: 4529 Grant Road, NW Washington, DC 20016

Bradford, Michael

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan if that is the only way the project can move forward. It sounds like an extremely expensive thing to have to do in order to build a road and improve traffic flow.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing if it is the only way to move things forward.

Thank you.

Name: Michael Bradford

Address: 40729 Carry Back Lane, Leesburg VA 20176

Bragg, Tammy

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Tammy Bragg

10820 Balls Ford rd

Manassas VA 20109

Breeden, Andrew

2/14/2015

Subject: Support Northern Virginia/I-66 Projects for Air Quality Testing

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Please support these projects for air quality conformity testing.

Name: Andrew Breeden

Address: 9642 Park St.

Manassas, VA 20110

Brown, Linda

2/14/2015

Subject: Study all of the options for I-66

Don't forget about transit in planning an I-66 expansion. While I support fixing I-66 inside and outside the Beltway, given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

As someone who lives close to I-66 outside the Beltway, I am concerned what impact any expansion will have on my neighborhood. Please keep in mind the quality of life for those like me whose homes will be most impacted by an expansion.

Past HOT-lane projects on I-495 and I-95 have also given too much control and revenue to the private toll operator and failed to fund the transit we need as a core part of the solution. So, if you ultimately elect to move forward with the private HOT-lane option, you must guarantee that there is identified funding and concrete steps to implement significantly expanded rapid bus transit and Virginia Railway Express service, while also reserving right-of-way for future Metrorail.

For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Linda Brown
9779 Oleander Ave.
Vienna, VA 22181

Subject: Study all of the options for I-66

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Thank you,

R Brown
Links Dr
Reston, VA 20190

Brown, Randy

2/14/2015

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Please support these projects for air quality conformity testing.

Thank you,

Randy Brown

Senior Engineering Manager

STANLEY MARTIN HOMES

11111 Sunset Hills Road, Suite 200

Reston, Virginia 20190

703.964.5161

[www.StanleyMartin.com](http://www.stanleymartin.com/) <<http://www.stanleymartin.com/>>

P Please consider the environment before printing this e-mail

Name:

Address:

Buchanan, Bob

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

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Please support these projects for air quality conformity testing.

Name: Robert E. Buchanan

Address: Heritage Hunt

Burbage, Virginia M.

2/14/2015

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Please support these projects for air quality conformity testing.

Name: Virginia Burbage

Address: 2975 Unters Branch Rd #226, Fairfax VA 22031

Buschow, Barry

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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Thank you,

Barry Buschow
903 Madison Ln
Falls Church, VA 22046

Byrnes, Jay

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

I strongly do NOT support any more toll lanes inside or outside 66. ENOUGH IS ENOUGH I take as many side routes to avoid them as possible the Dulles Toll road started out as affordable and 95 lanes are a rip off and are doing nothing but screwing the public. Especially the 95 express lanes which will turn into a big screwing for the state when they will eventually have to bale out the company that runs/owns them

Name: Jay Byrnes

Address: 4616 N 26th Street Arlington VA 22207

Calhoun, Chris W.

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

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Please support these projects for air quality conformity testing.

Name:

Address:

Chillarige, S

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

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Please support these projects for air quality conformity testing.

Name: Sudhindra Chillarige

Address: 14026 Thunderbolt Pl, Suite 300, Chantilly 20151

Subject: Comment on the 2015 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS

This comment is responsive to the 2015 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS published by TPB on January 15, 2015.

I'm Audrey Clement, the Arlington citizen who unsuccessfully sued VDOT and FHWA to stop the I-66 Spot Improvement project in 2010 all the way to the Fourth Circuit Court of Appeals, No. 109-cv-1056-CMH/IDD. I undertook the lawsuit because VDOT refused to do an environmental assessment on what amounted to a de facto road widening in contravention of the 1977 Coleman Decision, which proscribed further widening I-66 inside the Beltway as a condition for construction of the interstate. I also argued that VDOT had failed to demonstrate that the project would actually alleviate congestion on I-66 westbound.

Though I lost the court battle, the failure of the project to attain its goals has since proven my case. Bottlenecks persist on I-66 westbound at the locus of Spot #1, because most outbound traffic is forced back on the I-66 main line at the Sycamore Street exit. In fact the only benefit of Spot #1 is enjoyed by Arlington and Falls Church motorists, who use the added merge lane as an alternative to parallel arteries between Ballston and Falls Church.

VDOT is before you today, pleading for more road widening to compensate for the inadequacy of the Spot Improvement Project. Given its failure to deliver a credible solution to congestion on I-66 in the past, I urge the TPB to view with circumspection VDOT's air quality conformity inputs for I-66 now, particularly Items 788 and 789, which propose to widen I-66 eastbound between VA 267 DTR and the Fairfax Drive exit in Ballston.

There is no doubt that eastbound peak hour bottlenecks persist on that stretch of road even when HOV restrictions are in place, particularly near the WFC Metro, where the DTR merges onto I-66, effectively reducing four lanes to two. This bottleneck persists despite the fact that Silver line trains are running along the DTR even during peak periods. If TPB accedes to further road widening as a solution, VDOT will likely appropriate some of the right of way it needs for the third lane from the W&OD bike trail that abuts I-66 from EFC to Bon Air Park in Arlington. Taking the trail has implications for both bikers and the Chesapeake Bay watershed, since Four Mile Run is directly adjacent to the trail.

I find it appalling that Arlington must forfeit some of its remaining parkland, further degrade one of its principal watersheds, and sacrifice a mile-long segment of a world-class bike trail, without first allowing adequate time to see how our recently completed \$3 billion investment in the Silver Line will alleviate bottlenecks on I-66 as commuter habits adapt.

If you agree with me that there's a problem of priorities here then please add language to the CLRP stipulating that VDOT's environmental assessment on I-66 include a full and fair consideration of all alternative solutions to congestion, including: HOT lanes, express bus, and an aggressive outreach program to promote both the Silver and Orange lines. I also urge TPB to further stipulate that road widening is not a baseline assumption but a build option that must be justified in light of other less costly and more effective long term solutions to congestion on I-66.

Clevenson, Jay

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Jay Clevenson
100 N Jackson St
Arlington,
Arlington, VA 22201

Coleman, Charles

2/14/2015

Subject: Study all of the options for I-66

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The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Charles Coleman
5811 governors view ln
Alexandria, VA 22310

Costello, Fred

2/14/2015

Subject: RE: Support Northern Virginia I-66 Projects for Air Quality Testing

Instead of trying to squeeze all of the people into a hub (a city), why not move the businesses out along the spokes (such as I-66)? Linear cities are much more efficient than hubs. Hubs are a carryover from olden times, when people could communicate only in person, by USPS mail, and by low-toll telephone calls. Today, we have email and Internet. Let's not worry about getting people out of their cars but about getting jobs out of the city.

When I started in my consulting business almost 40 years ago, I was always on the road to the client's place. Over the past 10 years, I have custom designed manufacturing equipment without ever meeting my client in person or seeing the equipment. Traveling is needed for factory workers and maintenance workers, but not for the millions of office workers that we have around D.C.

Fred Costello

Cox, Jeff

Vienna, VA 22180

2/13/2015 7:35:58 PM

Subject: I-66 Expansion

I am concerned about the amount of land taken from the Dunn Loring Village under plan 2B for the I-66 Expansion.

The amount of land taken to build the fly over ramp to the express lanes would destroy the beauty of the Dunn Loring Village which is home to more than 229 families.

Many of the homes back up to the current I-66 sound wall and under plan 2B the sound wall would be virtually in their back yard.

In addition the both proposals 2A and 2B would have a storm water management pond being built in the community where a vital bridge to the metro is located and a nice playground for the communities children.

If the expansion plans go forward please ensure that plan 2A is used and if the community's land is used for the storm water pond that a new bridge and playground are built.

Coxe, Kathleen

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

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Please support these projects for air quality conformity testing.

Name: Kathleen Coxe

Address: 424 Creek Crossing Rd., Vienna, VA 22180

Subject: HOT Lanes bad for family finances

This project will have a very negative impact on my commute. Please do not add tolls to 66 at any time. I feel that I am already paying for the road in the form of taxes. To pay any more on a road that I do not have an other choice but to use will have a very negative impact on the finance of my family. Further, my wife and I commute together a few times per month and HOT3 lanes would have a very negative impact on the positive effect of our car-pooling as it is not practical to find another person to share the trip with. Please do not go forward with this plan. Add more lanes, but please do not make 66 HOT during rush hour.

crawford, sharyn

2/14/2015

Subject: Study all of the options for I-66

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The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

sharyn crawford
8804 cromwell drive
springfield, VA 22151

Crown, Packie

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

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Please support these projects for air quality conformity testing.

Name: Packie E. Crown

Address: 101 South Street S.E. Leesburg, VA

Curtis, M

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

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Please support these projects for air quality conformity testing.

Name: Melanie Curtis

Address: 5641 Red Maple Court, Warrenton VA 20187

DeCriscio, Marla M.

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

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Please support these projects for air quality conformity testing.

Name: Marla DeCriscio

Address: 2 Country Club Drive, SW, Leesburg, VA 20175

Subject: Support Northern Virginia/I-66 Projects for Air Quality Testing

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Please support these projects for air quality conformity testing.

Pierce DeGross III

Vice President

Hilton Worldwide Inc.

7930 Jones Branch Drive

McLean, VA 22102

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Diaz, J

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

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I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia. I personally use this route on a regular basis as I work out of Chantilly, VA and frequently travel to DC.

Please support these projects for air quality conformity testing.

Thanks.

Name: Jose Diaz

Address: 2000 Huntington Ave, Apt 306, Alexandria, VA 22303

Mt. Vernon Group, Sierra Club

Subject: I-66 Multimodal Improvement Project , CLRP

I appreciate the opportunity to comment on the potential addition of VDOT's proposed I-66 Multimodal Improvement Project (Inside the Beltway) to the 2015 Constrained Long Range Plan and air quality conformity analysis.

I urge the Transportation Planning Board (TPB) to not include the proposed project in its current form. I support the first component of VDOT's proposal, to convert I-66 inside the Beltway to HOV-3+, in both directions during peak periods, with dynamic tolling, and the implementation of multimodal improvements. VDOT, however, should provide more specifics as to the multimodal improvements anticipated and the timing of their implementation. Multimodal improvements that will help reduce traffic congestion, VMT, and emissions of criteria air pollutants and greenhouse gases by providing alternatives to single occupancy vehicles should receive priority for prompt implementation.

The second component of VDOT's proposal, the widening roadway between I-495 and Fairfax Drive from two lanes to three lanes after 2025, should not be included in the Constrained Long Range Plan and air quality conformity analysis. Adding more lanes to I-66 inside the beltway will negate the benefits potentially provided by other multimodal improvements. It is also troubling that VDOT's Project Description Form did not identify any environmental mitigation activities for this project. Surely widening the roadway will have impacts on Four Mile Run, which is in close proximity to I-66, as well as on air quality and noise in close by neighborhoods, and on two regionally important multiuse paths that parallel the highway.

The TPB and VDOT should work to eliminate roadway widening from this otherwise sound proposal.

Thank you for considering these comments.

David Dickson
Transportation Chair
Mt. Vernon Group, Sierra Club
1624 S. Nelson St.
Arlington, VA 22204
Djdickson52@me.com

Dyer, Peggy

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

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Please support these projects for air quality conformity testing.

Name: Peggy Dyer

Address: 14010 Sunset Woods Trail, Rixeyville, VA 22737

Elder, L

2/14/2015

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Name: L. Elder

Address: Edinburg, VA

Fallah, S

2/14/2015

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Name: Saeed Fallah

Address: 5572 Arrowfield Ter, Haymarket VA 20169

Subject: Study all of the options for I-66

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The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

WHY NOT FUND AND BUILD METRORAIL NOW? IT ALREADY GOES FROM DC TO VIENNA, VA. JUST EXTEND IT TO GAINESVILLE. CONSTRUCTION WOULD BE LESS DISRUPTIVE TO TRAFFIC THAN WIDENING I-66.

Thank you,

Joan K. Ferguson
1737 Brookside Lane
Vienna, VA 22182
703-938-2918

Joan Ferguson
1737 brookside lane
vienna, VA 22182

Filley, Robert

2/14/2015

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Name:
Address:

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For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Natalie Fisher
1800 Rupert Street
McLean, VA 22101

FitzGerald, Larry

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Larry FitzGerald
Executive Managing Director

Newmark Grubb Knight Frank
1420 Springhill Road, Suite 300
McLean, Virginia 22102

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

As a 30 year carpooler entering I-66 at Stringfellow Rd, I have seen periodic road improvements overwhelmed by ever-increasing volumes of traffic. On most days, traffic backs up on I-66 before Stringfellow Rd. The carpool lanes are often slower than general purpose lanes and are magnets for cheaters and hybrid single passenger carpools. While I don't like tolls, they are a way to get value from the road congestion. In exchange, the public private partner should be asked to contribute some portion of its toll revenue outside the beltway to "future Center Transit" in the median of I-66 (Alternative 2A) which should be reserved for an Orange Line Extension from Vienna as far out as reasonable considering the high costs of rail. I would support identifying and reserving the median and recognizing areas around Rt. 123 and Fair Oaks where there is no obvious median (although vdot may have some right of way) where land may have to be purchased.

If Alternative 2B is designed to preclude a transit extension in the median, I oppose Alternative 2B. Inside the beltway on I-66, there would appear to be no need to toll outside of the peak rush hours, but that restricted policy would deprive vdot of revenue if vdot is the operator.

A dedicated bicycle/pedestrian trail should be allowed parallel to I-66 to the end of the improvement project.

Care should be taken to protect the rights of carpoolers and their free access to toll lanes.

Please support these projects for air quality conformity testing.

Name: Al Francese, Centreville Citizens for Rail
Address: 6597 Rockland Dr., Clifton, Va. 20124

Fraser, Kerry

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

Past HOT-lane projects on I-495 and I-95 have also given too much control and revenue to the private toll operator and failed to fund the transit we need as a core part of the solution. So, if you ultimately elect to move forward with the private HOT-lane option, you must guarantee that there is identified funding and concrete steps to implement significantly expanded rapid bus transit and Virginia Railway Express service, while also reserving right-of-way for future Metrorail.

For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Kerry Fraser
2621 Babcock Rd
Vienna, VA 22181

Garrison, Ken

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Ladies and Gentlemen:

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia. It is the main street of Northern Virginia. We cannot continue to function as a growing community or have an acceptable quality of life for our citizens without improvements in this corridor.

Please support these projects for air quality conformity testing.

Ken Garrison-

Executive Director

HCCA and Falls Church Resident.

Gentry, Karen

2/14/2015

Subject: Support Northern Virginia/I-66 Projects for Air Quality Testing

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Today, I-66 congestion is crippling our region and poses a major threat to the region's continued economic viability and global competitiveness. Upgrading the I-66 corridor is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

Please support these projects for air quality conformity testing.

Name: Karen S. Gentry

Address: 6209 Mori Street, Mclean, VA 22101

Geraci, Andrew

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Andrew Geraci

Address: Burke, VA

Andrew Geraci

Gestl, Russell

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Dear Members

I-66 serves so many in our region but as a result of its congestion it is also starting to negatively impact our region and poses a major threat to our continued economic viability and global competitiveness.

We all need to have the I-66 corridor upgraded to include new lanes for autos and transit.....this is long overdue. I-66 requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support the I-66 projects for air quality conformity testing.

Thank you for your service and your consideration and support for I-66 and our region.

Sincerely,

Russell Gestl
15648?Haddonfield Way
Darnestown, MD 20878

Sent from my iPhone

Gomez, Jose

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name:

Address:

Jose N Gomez
Buchanan Partners
475 School St SW
Washington D C 20024

Grant, Stephen

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Stephen Grant
200 Magnolia Court Sterling, VA 20164

Gray, Amanda

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Amanda Gray

Address: 46754 Woodmint Terrace, Sterling, VA 20164

Grazer, Anita

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Dear NCR TPB:

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Today, I-66 congestion is crippling our region and poses a major threat to the region's continued economic viability and global competitiveness. Upgrading the I-66 corridor is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

Please support these projects for air quality conformity testing.

Thank you ver much.

Name: Anita Grazer

Address:

2610 Pine Knot Dr., Vienna, VA 22181

Anita A. Grazer

Email: aagrazer@gmail.com

Phone: 571-436-8117

Sent from my iPhone

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

Past HOT-lane projects on I-495 and I-95 have also given too much control and revenue to the private toll operator and failed to fund the transit we need as a core part of the solution. So, if you ultimately elect to move forward with the private HOT-lane option, you must guarantee that there is identified funding and concrete steps to implement significantly expanded rapid bus transit and Virginia Railway Express service, while also reserving right-of-way for future Metrorail.

For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Barry Greenhill
11309 Myrtle Lane
Reston, VA 20191

Griffin, P

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Patricia Griffin

9610 Shannon Lane

Manassas, Va. 20110

Grinnell, Michael

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Michael Grinnell
8219 Leesburg Pike, Suite 200
Vienna, VA 22182

Hall, Terri

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Teresa Hall
Address: 6511 Kris Court, Manassas, VA

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Peter Harnik
3505 n 22 st
Arlington, VA 22207

Helme, Chip

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Charles Helme
Address: 6634 Shalestone Ct, Clifton, VA 20124

Charles F. Helme III, CPA
Managing Principal

4035 Ridge Top Road, Suite 700
Fairfax, VA 22030

P: (703) 385-8888 | F: (703) 385-3940
cfh@tgccpa.com | tgccpa.com <<http://www.tgccpa.com>>

Subject: Study all of the options for I-66

As a person who frequently travels on I-66 inside and outside the Beltway (though not as a commuter), I support fixing I-66 from Rosslyn to Haymarket. However, given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

Past HOT-lane projects on I-495 and I-95 have also given too much control and revenue to the private toll operator and failed to fund the transit we need as a core part of the solution. So, if you ultimately elect to move forward with the private HOT-lane option, you must guarantee that there is identified funding and concrete steps to implement significantly expanded rapid bus transit and Virginia Railway Express service, while also reserving right-of-way for future Metrorail.

For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Ted Hochstadt
1723 Olney Rd
Falls Church, VA 22043

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

Past HOT-lane projects on I-495 and I-95 have also given too much control and revenue to the private toll operator and failed to fund the transit we need as a core part of the solution. So, if you ultimately elect to move forward with the private HOT-lane option, you must guarantee that there is identified funding and concrete steps to implement significantly expanded rapid bus transit and Virginia Railway Express service, while also reserving right-of-way for future Metrorail.

For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Actually, I would like to see more lanes inside & outside the beltway than proposed here as well. I rarely take 66 inside or outside the beltway as it is congested almost through out the day well outside of rush hour. I travel regularly around noon time to Fairfax from Tysons and the traffic is at a dead stop even then most of the time past Nutley. I would like to see more unrestricted lanes built both outside & inside the beltway. It is ridiculous that 66 is limited to 4 lanes in Arlington regardless of the increase in the population of the general area. People are leaving DC because of the traffic. Both of my grown Children left DC & settled in Richmond & other points south because of the DC traffic. There isn't enough money to pay people to live out in Stafford or Loudon Co. to find affordable housing & then spend 1/2 of their non- working day or more sitting stopped in traffic. Its stressful!!!! These issues have to be fixed if the region is to continue to thrive. The way it stands now , The region is literally choking off revenue due to choking road ways. Things have got to move literally & figuratively. I feel this is a step in the right direction. But I would like to see a more aggressive approach. By the time these roads are built atleast in the past , they are obsolete or too soon obsolete. They are always too little too late. We need an outer beltway. Where is our leadership???

Thank you,

Leslie Hoffmann

Leslie A Hoffmann
1133 Spring Hill Rd
McLean, VA 22102

Subject: CLRP 2015 additions and changes

I am concerned that there are no specifics about the proposed multimodal improvements, particularly bicycle infrastructure projects. State DOTs have promised such multimodal improvements in the past to deflect criticism of large projects like the Inter-County Connector in Maryland, only to remove the bike infrastructure components at a later date. Maryland did so by removing key segments of the planned bike trails along the ICC. I fear that VDOT could do the same thing with the I-66 project.

There are no specific bike projects in the update, only a 2017 schedule of completion. But if there are no actual bike projects, then a 2017 deadline would be easy to make. Which bike projects are planned? Will there be any substantive improvements to the dangerous Lynn St. and Lee Highway intersection near Key Bridge? I-66 passes underneath the intersection. The westbound offramp from I-66 to Lynn St. is the source of most of the danger to pedestrians, cyclists and even drivers. Someone has proposed extending that ramp slightly to the north, to combine with the southbound ramp from the GW Memorial Parkway to connect to northbound Lynn St. and Key Bridge. This would avoid the dangerous intersection where the Mt. Vernon Trail crosses Lynn St. This is a link to the proposal: <http://www.steveoffutt.com/2011/10/solving-lynn-streetlee-highway-bikecar.html>

There are other important bike infrastructure projects along the I-66 corridor. I ask that these not be overlooked either. The TPB understands that walking and cycling will make up a greater percentage of mode share over the next 15 years, and that this is a stated goal of the Board. If so, then it's crucial that large projects like the I-66 project not become a car-only enhancement. If bike and pedestrian improvements are promised, then they need to be delivered, not removed at a later date. Thank you.

Hotop, Arthur

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

Past HOT-lane projects on I-495 and I-95 have also given too much control and revenue to the private toll operator and failed to fund the transit we need as a core part of the solution. So, if you ultimately elect to move forward with the private HOT-lane option, you must guarantee that there is identified funding and concrete steps to implement significantly expanded rapid bus transit and Virginia Railway Express service, while also reserving right-of-way for future Metrorail.

For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Arthur Hotop
10639 Canterbury Rd
Fairfax Station, VA 22039

Hubert, Steve

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

I have to fight traffic on this road on a regular basis going to meetings and , I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Steven Hubert

Address: 5345 Westpath Way, Bethesda, MD 20816

Huffman, Larry

Alexandria, VA 22306

1/17/2015 7:35:06 PM

Subject: I-66 widening inside Beltway

I realize that politics may require widening of I-66 inside the beltway in order to implement dynamic tolling. ('If I give up something, damn it, you have to give up something.')

But Arlington in general fought the freeway tooth and nail, and lost, exacting the political price of a promise never to widen it.

Keep that promise. Give up something else. i.e. Promise to use all profit from the tolls, (of which there is sure to be some since you're in essence charging rent on the use of the space, rather than the cost of providing it) to help in moving the people who now use the road. i.e. spend it subsidizing bus transit along the roadway to and from the places where people already terminate their commutes.

You'll better fulfill the goal of the roadway to the extent that you move people in buses and not cars.

Jacobs, Joe

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: joseph Jacobs

Address: 2125 Haycock Rd. Falls church, VA 22043

Janzen, Jake

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

Past HOT-lane projects on I-495 and I-95 have also given too much control and revenue to the private toll operator and failed to fund the transit we need as a core part of the solution. So, if you ultimately elect to move forward with the private HOT-lane option, you must guarantee that there is identified funding and concrete steps to implement significantly expanded rapid bus transit and Virginia Railway Express service, while also reserving right-of-way for future Metrorail.

I really think that expanding the Orange Line further to the west is critical. My co-worker's wife commutes from Gainesville into DC, and I-66 is so bad that she actually drives south to Dumfries in order to get on I-95. That's crazy. I wanted to recommend that she get on the Orange line in Fairfax, but even Gainesville to Fairfax is terrible.

For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Jake Janzen
1800 N. Oak St. #809
Arlington, VA 22209

Johnson, Paul B.

2/14/2015

Subject: Support Northern Virginia I-66 Projects for construction

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for construction

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please free me from the gridlock known as I-66

Name: Paul B. Johnson
Address: 12744 Lavender Keep Circle, Fairfax, VA 22033

jones, carol

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

carol jones
515 n george mason drive
arlington, VA 22203

jung, Sung

2/14/2015

Subject: I-66

I like it. Go ahead

I-66 would grow from a 6-8 lanes to 10 lanes including 2 privately-controlled high-occupancy toll (HOT) lanes with HOV-3 in each direction, and 3 general purpose lanes in each direction.

Thank you,

Sung jung
1808 old meadow
vienna, VA 22181

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

Past HOT-lane projects on I-495 and I-95 have also given too much control and revenue to the private toll operator and failed to fund the transit we need as a core part of the solution. So, if you ultimately elect to move forward with the private HOT-lane option, you must guarantee that there is identified funding and concrete steps to implement significantly expanded rapid bus transit and Virginia Railway Express service, while also reserving right-of-way for future Metrorail.

For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Brooke Kane
6102 Franklin Park Road
McLean, VA 22101

Kaufmann, Lauren

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Lauren Kaufmann
9th St N
Arlington, VA 22203

Kennedy, Eileen A.

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Eileen Kennedy
Address: 13757 Piedmont Vista Dr. Haymarket, VA 20169

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Kenny, Peter

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

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I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name:
Address:

Kerns, A

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

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I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Alyssa Kerns

Address: 15175 Beacon Ridge Drive, Apartment 106, Woodbridge, Virginia 22191

Knoll, Tom

2/14/2015

Subject: Support Northern Virginia/I-66 Projects for Air Quality Testing

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Today, I-66 congestion is crippling our region and poses a major threat to the region's continued economic viability and global competitiveness. Upgrading the I-66 corridor is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

Please support these projects for air quality conformity testing.

Respectfully,

Thomas L. Knoll, Jr.

11810 Bristow Road; Bristow, VA 20136

Kotz, Brad

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

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I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Brad Kotz

Address: 4929 Bethesda Ave., Suite 200, Bethesda, MD 20814

Lamb, George

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

George Lamb
3060 Cedarwood Ln
Falls Church, VA 22042

Lane, Paul D.

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Paul D. Lane
1808 Old Meadow Rd, Apt 205
Apt 205
Mclean, VA 22102

LaVertu, Laura

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Laura LaVertu
1911 Windmill Lane
Alexandria, VA 22303

Lindgren, David

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

David Lindgren
6437 Rockshire St
Alexandria, VA 22315

Lira, Patti

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Patti Lira
2652 Chiswell Pl
Oak Hill, VA 20171

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Patricia Liske
2200 Trinidad
Falls Church, VA 22043

Lucas, H

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Henry Lucas

6163 Hidden Canyon Road

Centreville, Va 20120

703-830-1076

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia. TO THAT END, I-66 INSIDE AND OUTSIDE THE BELTWAY NEEDS TO BE WIDENED AND MANAGED SO THAT IT DOES NOT INCREASE CONGESTION ON ADJOINING STREETS AND NEIGHBORHOODS (WHEN CARS ARE AVOIDING TOLLS). I-66 NEEDS TO BE WIDENED SOONER THAN THE PROPOSED TIME TABLE AND WE NEED SEVERAL NEW BRIDGES OVER THE POTOMAC. FOR EXAMPLE, PORTLAND, OREGON IS A MUCH SMALLER CITY BUT HAS 11 BRIDGES SPANNING ITS RIVER AND THE BRIDGES ARE MUCH CLOSER TOGETHER.

Please support these projects for air quality conformity testing.

Name: LENKA LUNDSTEN

Address: 1218 DALEVIEW DRIVE, MCLEAN, VA 22102

MacPherson, Judith

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Judith MacPherson
2009 North Kentucky Street
Arlington, VA 22205

Martin, James

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

James Martin
7910 Candlewood Drive
Alexandria, VA 22306

Martin-Mubasu, Kimberly

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Kimberly Martin-Mubasu
13604 Haverford Ct
Chantilly, VA 20151

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Michael L. Matyas
Arlington, VA

Michael Matyas
510 N Lincoln St
Arlington, VA 22201

Mauritzen, Jeff

2/14/2015

Subject: I-66 Improvements

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Name: Jeff Mauritzen
Address: 24493 Lenah Trails PL, Aldie, VA 20105

McAndrew, Charles R.

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing, water run-off, and storm drainage control.

Also it is important to coordinate the future of Metrorail or similar transit along the middle of this Interstate highway extended west from the Vienna Metro station.

Since this is a Federal Interstate Highway, hopefully the U.S. Department of Transportation can supply most of the funding that will be needed for this \$3 billion highway improvement project. I realize that the tolls may possibly supply around \$1 billion but this funding issue is vitally important to this project.

Sincerely,

Name: Charles R. McAndrew

Address: 12808 Willow Glen Ct. Oak Hill, VA. 20171 tel. 703-620-0145

McConnell, Cory

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

Past HOT-lane projects on I-495 and I-95 have also given too much control and revenue to the private toll operator and failed to fund the transit we need as a core part of the solution. So, if you ultimately elect to move forward with the private HOT-lane option, you must guarantee that there is identified funding and concrete steps to implement significantly expanded rapid bus transit and Virginia Railway Express service, while also reserving right-of-way for future Metrorail.

For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Cory McConnell
3826 Hill Street
Fairfax, VA 22030

McMillan, Karen

2/14/2015

Subject: Study all of the options for I-66

As a motorist who frequently uses I-66, I support modifications to I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

Past HOT-lane projects on I-495 and I-95 have also given too much control and revenue to the private toll operator and failed to fund the transit we need as a core part of the solution. So, if you ultimately elect to move forward with the private HOT-lane option, you must guarantee that there is identified funding and concrete steps to implement significantly expanded rapid bus transit and Virginia Railway Express service, while also reserving right-of-way for future Metrorail.

For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66. Especially, since modifications to I-66 inside the Beltway in Arlington, will significantly impact the Custis Trail, which is heavily used as a commuter trail by cyclists.

Thank you,

Karen McMillan, Arlington Resident, Cyclist and Motorist

Karen McMillan
248 N. Thomas St. #2
Arlington, VA 22203

Mears, Jeff

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: J. Mears
Address: 4211 Ridgetop Rd Fairfax, VA 22030

Mears, Rebecca R.

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Rebecca Mears

Address: 4211 Ridge Top Road, #3304, Fairfax, VA 22030

Melella, T

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Tina Marie Melella

Address: 18036 Densworth Mews, Gainesville, VA 20155

Miele, Angela

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but I DO NOT support another publicly funded private toll road.

Past HOT-lane projects on I-495 and I-95 have been a complete WASTE. The lanes are rarely used, the costs are ridiculously high, and traffic issues remain a nightmare. Recently, I was stuck in a standstill backup on 95 where there was no entry way onto the express lane. This is the one time I would have seriously considered using the hot lane but it proved useless to me, and to all the others who were stuck in traffic with me alongside 2 empty freeway lanes. What an absolute WASTE of money for a useless undertaking that held of us living around the beltway hostage to its construction for years.

Other options should be evaluated that have the least amount of impact and serve to address the current traffic issues, and not create new ones.

I agree that for I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in public transit with ample parking will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams, provide wildlife passages to reduce freeway accidents, and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Angela Miele
9005 Nomini Lane
Alexandria, VA 22309

Miller, Matthew

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

Past HOT-lane projects on I-495 and I-95 have also given too much control and revenue to the private toll operator and failed to fund the transit we need as a core part of the solution. So, if you ultimately elect to move forward with the private HOT-lane option, you must guarantee that there is identified funding and concrete steps to implement significantly expanded rapid bus transit and Virginia Railway Express service, while also reserving right-of-way for future Metrorail.

For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Matthew Miller
1519 North Point Drive, Apt 202
Reston, VA 20194

Murat Duzyol, Omer

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Thank you!

Name: Omer Duzyol

Address: 13058 Monterey Estates Dr., Herndon, VA 20171

Nash, George

2/14/2015

Subject: Support Northern Virginia/I-66 Projects for Air Quality Testing

National Capital Region Transportation Planning Board,

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Today, I-66 congestion is crippling our region and poses a major threat to the region's continued economic viability and global competitiveness. Upgrading the I-66 corridor is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

Please support these projects for air quality conformity testing.

Regards,

George Nash | Director of Business Development Mid-Atlantic
Facchina | <<http://www.facchina.com/>> www.facchina.com <<http://www.facchina.com/>>
P: 240.776.7116 | C: 240.682.4964 | F: 240.776.7128
102 Centennial St, Suite 201, La Plata, MD 20646

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Please consider the environment before printing this e-mail.

Nash, R

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

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Please support these projects for air quality conformity testing.
Regards,

Ryan D. Nash
Facilities Staff Project Manager

ECS Mid-Atlantic, LLC 14026 Thunderbolt Place, Suite 300, Chantilly, VA 20151

Nelson, Lowell

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Lowell Nelson
Arlington, VA

Lowell Nelson
550 14th Rd S Apt 912
Arlington, VA 22202

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Donna Netschert
P. O. Box 29
Clifton, VA 20124

ODONNELL, JOHN

VIENNA, VA 22180

2/14/2015 10:52:11 PM

Subject: Robo-Comments from "Supporters"?

Please note that the most if not all of the names signed to the canned "Today, I-66 congestion is crippling,,," messages are completely different from those names appearing on the list of comments. Might this suggest that the remarkably similar are automated and represent fictitious persons? I encourage VDOT to investigate.

ODONNELL, JOHN

VIENNA, VA 22180

2/14/2015 10:42:13 PM

Subject: Wrong-Headed I-66 Expansion Plans

Does this sound familiar? "Today, I-66 congestion is crippling ..."

Evidently an individual, probably a non-resident, who stands to benefit from the ill-advised "plan" to expand I-66 is flooding this public comment board with a lot of robotic astro-turf. This is no substitute for the concerns of actual residents who stand to see their communities destroyed by a project that is being pushed through in the dead of night. As a resident who's raised his family in this neglected community for the past 17 years, I request that VDOT consider the significant environmental, economic, and quality of life costs of this proposed project. As pointed out by other actual grassroots commenters, the plan punishes those of us who have supported public transportation, all in the name of a project that purports to relieve auto congestion, but will do nothing of the sort according to VDOT itself.

Partin, William R.

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

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I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Randy Partin

Address: 10849 General Kirkland Drive Bristow, VA 20136

Note: This message is for the named person's use only. It may contain confidential, proprietary or legally privileged information. No confidentiality or privilege is waived or lost by any miss-transmission. If you receive this message in error, please immediately delete it and all copies of it from your system, destroy any hard copies of it and notify the sender. You must not, directly or indirectly, use, disclose, distribute, print, or copy any part of this message if you are not the intended recipient. LANE INDUSTRIES and any of its subsidiaries each reserve the right to monitor all e-mail communications through its networks. Any views expressed in this message are those of the individual sender, except where the message states otherwise and the sender is authorized to state them to be the views of any such entity. Thank You.

Pease, Leah

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

Past HOT-lane projects on I-495 and I-95 have also given too much control and revenue to the private toll operator and failed to fund the transit we need as a core part of the solution. So, if you ultimately elect to move forward with the private HOT-lane option, you must guarantee that there is identified funding and concrete steps to implement significantly expanded rapid bus transit and Virginia Railway Express service, while also reserving right-of-way for future Metrorail.

For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Leah Pease
3412 Lakeside View Dr.
Falls Church, VA 22041

Subject: Study all of the options for I-66

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Regional bus transit must be established from Vienna Metro to Manassas/Sudley Road @ NVCC Manassas, Haymarket, Warrenton, Culpeper, Luray, Front Royal, Strasburg, Woodstock, and Winchester.

For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Niels Pemberton
Links Drive
Reston, VA 20190

Subject: I-66 Corridor Improvements

To the decision-makers:

I would like to voice my support for improvements to I-66 as noted below.

I-66 in its current configuration is a disaster and a disgrace to the Washington region. Today it seems there is no time of day, night, or day of week, eastbound or westbound, inside or outside the beltway, that there is not a significant issue with traffic on this vital highway.

It is a disgrace that all past efforts to improve I-66 have been stymied by special interest groups or nimbys whose personal interests have been allowed to trump the needs of the majority time and time again.

Somehow we have lost sight of the concept, quite simply, that you get what you pay for and you pay for what you get. If I travel on I-66 I have an obligation to contribute to the costs of building, improving, and maintaining the road. Period. Tolls, more aptly described as user fees, seem the fairest and most practical way of fulfilling that obligation.

If you make the effort to listen and act beyond the "he who yells the loudest wins" form of decision-making, which seems to guide our elected officials and those responsible for developing policies that should serve the greater good, you will hear the voices of what I believe is the quiet majority who understand and support the inherent fairness of true user fees. All they need is the assurance that their investment in the roadway (i.e. tolls) will be reinvested into the roadway and not go to other projects, no matter how deserving. Surely, our lawyers and elected officials have the intelligence and ability to create laws and/or regulations to ensure that is the case, and thus reassure those who are willing to pay the price of doing business, like it or not.

Certainly there is consensus that we have a serious problem with the current configuration of I-66. The extraordinary cost of congestion, whether it is measured by the delays that impede the region's ability to go about its business with any degree of efficiency; the value of time stolen from those who have no choice but to endure the traffic; the waste of fuel; the environmental impact, including the exhaust of thousands of idling vehicles; or the unmeasurable costs of injuries or loss of life that are the absolute result of the congestion or the frustration that incites people to make irresponsible decisions.

Please, be brave. Fulfill your obligation to protect and defend the greater good. Start by supporting improvements and maintenance of I-66. Explore and implement realistic and enticing alternatives to single-passenger vehicles. Do your job so the rest of us can get to ours.

Sincerely,

Leslie Pereira
13451 Point Pleasant Drive
Chantilly, Virginia 20151
(703) 961-8855

Perez, Alex W.

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Alex Perez

Engineering Manager

STANLEY MARTIN HOMES

11111 Sunset Hills Road, Suite 200

Reston, VA 20190

703.964.5127

www.StanleyMartin.com <<http://www.stanleymartin.com/>>

Peterson, Jon

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

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Please support these projects for air quality conformity testing.

Name: Jon Peterson

Address: 12500 Fair Lakes Circle Fairfax, Va 22033

Petruncio, John M.

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

John M. Petruncio
11213 Stuart Mill Road
Oakton, VA 22124

Phillips, P

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

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Please support these projects for air quality conformity testing.

Patty Phillips

7004 Rooster Court, Gainesville, VA 20155

Pierce, Matt

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

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I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

I drive it every day and support any projects that will help relieve congestion.

Please support these projects for air quality conformity testing.

Matt Pierce
6116 Varzara Rd

Marshall, VA

Podgorny, M

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

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Please support these projects for air quality conformity testing.

Name: Michelle Podgorny
Address: 16157 Green Bay Street, Haymarket, VA 20169

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Neil Price
9796 Oleander Ave.
Vienna, VA 22181

Rabe, Walt

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

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I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

This congestion on this road is currently a nightmare on any given day of the week, including weekends.

Name: Walter Rabe
Address: 43229 Cardston Place, Leesburg, VA

Reed, Krystal R.

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

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Please support these projects for air quality conformity testing.

Name: Krystal Reed

Address: 8131 McCauley Way, Apt 2122 Lorton, VA 22079

rich, peter

2/14/2015

Subject: Study all of the options for I-66

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The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

peter rich
1830 Columbia Pike # 515
arlington, VA 22204

Subject: I-66 HOT Lanes / Toll in both directions

It is frustrating to hear that you intend to toll I-66 Westbound in the a.m. and I-66 Eastbound in the evening during rush hour - these are reverse commutes that I have been taking for over 10 years. Traffic is not that bad traveling from Arlington to Fairfax city in both directions and does not justify a toll at this time. This simply appears to be a money grab by the agency, without a true justification. It is about a 25 minute a.m. drive out to Fairfax City, and about a 35-40 minute drive back to Arlington from Fairfax City. Traffic is rarely at a standstill except for one or two merge areas, and that is only for a few minutes. Please do not add on an unnecessary toll just to raise additional revenues.

Rigby Jr., Peter J

2/14/2015

Subject: Support Northern Virginia/I-66 Projects for Air Quality Testing

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I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Today, I-66 congestion is crippling our region and poses a major threat to the region's continued economic viability and global competitiveness. Upgrading the I-66 corridor is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I am in favor of continuing limited access inside the Beltway during peak hours – I am also in favor of unrestricted access, non-tolled, during off-peak hours on I-66 in this same location.

Please support these projects for air quality conformity testing.

Name: Pete Rigby, PE

Address: 3975 Fair Ridge Drive, Suite 300 South, Fairfax, VA 22033

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to look into this issue as affecting negatively more people than just a small group of NIMBY owners. Just because one lives next to I-66 does not mean one has the right to destroy the quality of life, the economy of the region and efficiency for millions of other people. And analogy can be made between people that buy a house close to an airport just to later complain about plane noise. Would it be rational to listen to a small number of complainers as a justification to close it down although keeping the airport open benefits so many more people than annoying a few? I urge you to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway. We are past the time of doing nothing. We must look into making Northern Virginia's traffic flow more efficiently before companies start fleeing the area due to lack of employees wanting to move to an area that is in constant gridlock.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Lorena Rios
Address: 1818 Library St #500 Reston, VA 20190

Rodgers, Kurt

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

PLEASE – LETS MOVE FORWARD WITH THE DRASTICALLY NEEDED IMPROVEMENTS TO THE I-66 CORRIDOR – ALL THE WAY FROM THE DC LINE TO ROUTE 15 IN HAYMARKET! WE SHOULD NOT HAVE TO BUDGET 60 MINUTES TO DRIVE 10 MILES EVERY DAY OF THE WEEK. THIS IS THE NATION'S CAPITAL FOR CRYING OUT LOUD.

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

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I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: P. Kurt Rodgers
Address: 5816 Wellington Road, Gainesville VA 20155

Ronaldson, Christy W.

2/14/2015

Subject: 66 Upgrades

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

However, inside the Beltway the HOV person restrictions should remain the same and it should not become a toll road. Too many private companies are getting rich off of tax payers, when funding transportation is an obligation of the state. Please support these projects for air quality conformity testing.

Name: Christina Ronaldson
Address: 2023 Maynard Drive
Falls Church, VA 22043

Ronaldson, Ivan

2/14/2015

Subject: 66 updates.

To whom it may concern

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

However, inside the Beltway the HOV person restrictions should remain the same and it should not become a toll road. Too many private companies are getting rich off of tax payers, when funding transportation is an obligation of the state. Please support these projects for air quality conformity testing.

Ivan Ronaldson
Address: 2023 Maynard Drive <x-apple-data-detectors://2/1>
Falls Church, VA 22043 <x-apple-data-detectors://2/1>

RosaRuiz, H

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

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I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Heidi RosaRuiz
Address: 9257 Stonewall Ct, Manassas, VA 20110

Royzman, Elena

2/14/2015

Subject: Support Northern Virginia/I-66 Projects for Air Quality Testing

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Address: 6243 Aster Haven Cir. Haymarket, VA 20169

Sadlik, John

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

John Sadlik

42534 Legacy Park Drive

Brambleton, VA 20148

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Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

Past HOT-lane projects on I-495 and I-95 have also given too much control and revenue to the private toll operator and failed to fund the transit we need as a core part of the solution. So, if you ultimately elect to move forward with the private HOT-lane option, you must guarantee that there is identified funding and concrete steps to implement significantly expanded rapid bus transit and Virginia Railway Express service, while also reserving right-of-way for future Metrorail.

For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Ron Sanseverino
2642 n quantico st
arlington, VA 22207

Scheufler, Mark

Manassas Park, VA 20111

2/3/2015 11:55:39 AM

Subject: I-66/I-395/Dulles Airport Access Road

If the plan is to move ahead with tolling I-66 inside the beltway, please consider a similar HOT-3 project for I-395 (Government run). In addition, please consider an HOT-3 conversion of the Dulles Airport Access Road (Private Run) while keeping free access to the airport with EZpass. A long term lease (\$2 billion) to a private operator could pay off the Metrorail bonds and allow the Dulles Toll Road (DTR) to be toll free between Route 28 and Beltway.

Sheedy, Matthew

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

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I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Matthew Sheedy
Address: 2306 Delaplane Grade Road
Delaplane, VA 20144

Shrader-Robinson, Phyllis

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

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Please support these projects for air quality conformity testing.

Phyllis Shrader-Robinson
8423 Holstein Pony Court
Gainesville, VA 20155

Shreffler, John

2/14/2015

Subject: Study all of the options for I-66

Increasing the number of lanes west of Vienna will only serve to get the morning Washington commuters to the tail end of the traffic jam sooner. The bottle neck is through Arlington, and there is not much chance of widening that.

When you travel 66 late at night, you are alone, and can choose whatever lane you want, and choose them all. You are king of the road. I66 is severely overbuilt for the night time traffic. The problem is that we as a country are not doing enough to space out our workdays.

There are many sectors, like elementary and high schools that do not have much flexibility. But there are many others that could make dramatic shifts in their work scheduling. It is a matter of incentive and leadership. We would already have all the lanes we need if only we used them round the clock.

John Shreffler
900 Echols Street SE
Vienna, VA 22180-491

Slavin, Peter

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

Past HOT-lane projects on I-495 and I-95 have also given too much control and revenue to the private toll operator and failed to fund the transit we need as a core part of the solution. So, if you ultimately elect to move forward with the private HOT-lane option, you must guarantee that there is identified funding and concrete steps to implement significantly expanded rapid bus transit and Virginia Railway Express service, while also reserving right-of-way for future Metrorail.

For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Peter Slavin
3014 Rose Creek Ct
Oakton, VA 22124

Sowers, Melody

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

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I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Melody Sowers

Address: 11407 Golden Leaf Cr Manassas, Va, 20109

Spahr, Christopher W.

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

As a general principal, I fully support (and am willing to pay my share for) increasing transit capacity in this and other corridor, but we're kidding ourselves if we're not addressing our road capacity issues at the same time.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Christopher Spahr

2640 S Kenmore Ct, Arlington, VA

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Marie Spaulding
4809 Second Street North
Arlington, VA 22203

Spielvogel, D

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

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Please support these projects for air quality conformity testing.

Name: Daniel Spielvogel
Address: 1629 Columbia Road, NW Washington DC 20009

Stannard, S

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

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I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Scott Stannard
Address: Ashburn, Virginia

Stark, Robert

2/14/2015

Subject: DO NOT Support Northern Virginia I-66 Projects

While the NVTA approves of the plans for I-66, the plans are woefully inadequate to solve the current, much less future transportation needs of the corridor. HOT lanes are a terrible solution that lack vision and commitment and have been dropped as a viable solution in other markets for a reason. You are essentially building a private highway for the rich on the backs of the Commonwealth of VA tax payers. Keeping only 3 lanes of general traffic outside the beltway is guaranteed to maintain gridlock and increase profits for the private partner while punishing tax payers that will be putting up 2 Billion to build it. There is NO mass transit being added, just not precluding it, so no traffic will be removed from I-66 and with thousands of new homes being built in the western Prince William County I-66 will just get worse not better.

VDOT's solution is for people to SLUG which is nothing more than hitchhiking with a pretty name. Hitchhiking is illegal and should not be promoted by VDOT as a solution to our woefully inadequate road system.

I understand the financial challenges the Commonwealth and VDOT find themselves in but get some courage and sell a real solution to these huge problems, don't hide behind "this is all we can do with our limited funds" and sell our car driving souls to a private company.

Robbie Stark

7805 Zeeland Place, Gainesville, VA 20155

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Steverson, Erin

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered. As a daily commuter that utilizes the HOV-2 inside the beltway, it would be devastating to mine and my husband's commute if HOV-3 was instated. At this point, we cannot afford to pay for metro OR more tolls.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Erin M. Steverson

Erin Steverson
2480 Angeline Drive
#302
Herndon, VA 20171

stokes, william

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

william stokes
12056 greywing sq. c3
reston, VA 20191

Stoner, Erika

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Erika Stoner
7704C Lexton Place
Springfield, VA 22152

Swistak, S

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Suzanne Swistak
Address: 3359 Lakeside View Drive, Falls Church, VA 22041

T, Bryan

Vienna, VA 22180

2/14/2015 2:48:44 PM

Subject: Incomplete I-66 Intermodal Transformation Planning

Please See Comments Attached.

See attachment on page 109.

Thillmann, John

2/14/2015

Subject: support for I-66 Corridor Improvements

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Please support these projects for air quality conformity testing.

Name: John Thillmann

Address: 12510 Manderley Way, Oak Hill, VA 20171

Thomas, Brenda

2/14/2015

Subject: Support Northern Virginia/I-66 Projects for Air Quality Testing

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

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Please support these projects for air quality conformity testing.

Name: Brenda Thomas

Address: 5497 Sherman Oaks Court, Haymarket, VA 20169

Thompson, Ken

2/14/2015

Subject: Support Northern Virginia/I-66 Projects for Air Quality Testing

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

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Please support these projects for air quality conformity testing.

Name: Ken Thompson

Address: 1596 Harbor Rd, WMBG, Va

Past NVBIA President, HBAV Life Director

Sent from my iPhone

Subject: I-66 widening

I am adamantly opposed to the intolerable I-66 expansion plan that would include a flyover ramp immediately adjacent to our community (Dunn Loring Village). The entire plan is ill-conceived and poorly thought through, and it will NOT solve the problem of congestion on I-66. What it WILL most assuredly accomplish is the utter destruction of our community, accompanied by drastic reductions in DLV community members' property values. It's hard to know where one should even begin to outline all of this plan's terrible defects. For starters, it will eliminate both of our community's playgrounds, and destroy a forested barrier strip between our community and the I-66 sound-barrier wall. After I-66 is widened, the new sound barrier will be located virtually at the doors and windows of townhouse in the rows that parallel I-66. We will lose a pedestrian bridge across Long Branch Creek that has provided convenient, ready access to the Dunn Loring Metro Station for decades – a huge advantage for community members. Worst of all, the height of the flyover ramp will deliver deafening, unbearable levels of truck noise right into our bedrooms, living rooms, and gardens. I simply will not be able to live here any longer, but if we wish to sell our townhouse at that point, it's not clear to me who would want it – and at what price. This stupid, heedless, destructive plan **MUST BE STOPPED**, and we will fight it to the last ounce of our ability, energy, and resources – and turn those out of office who refuse to help us in this struggle.

Tituis, John

Centreville, VA 20121

2/13/2015 9:45:34 PM

Subject: Support Northern Virginia I-66 Projects

At Engineering Consulting Services (ECS) as well as CHA Consulting and The Drees Company, we were asked to use our names to sponsor the following message:

"Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design."

Our employees from our offices throughout the United States are standing behind this comment to ensure this important mega-project for Virginia gets underway as soon as possible.

ECS has more than 1,000 employees, many of whom are represented in these important comments along with our partners. ECS looks forward to advising the Virginia Department of Transportation with this important pro-growth Virginia mega-project to increase the vehicle capacity in Northern Virginia. As a component of one of the selected partnerships eligible to transform I-66 for Virginia, we have the unique knowledge from project management to timely land acquisition to large construction expertise. Once our partnerships is selected to build the project, we look forward to a successful transformation that will bring many construction and engineering jobs to your area.

We look forward to the conclusion of the comment period and the beginning of this wonderful construction opportunity and project success.

Titus, L

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Good morning! Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

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Please support these projects for air quality conformity testing.

LEO J. TITUS, JR., P.E.

President

ECS Mid-Atlantic, LLC 14026 Thunderbolt Place, Suite 100, Chantilly, VA 20151

Torabi, M

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

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Please support these projects for air quality conformity testing.

Name: Manoocher Torabi

Address: 4718 Walney Knoll Ct. Chantilly, VA 20151

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

AAA Mid-Atlantic serves nearly 846,000 members in the Commonwealth of Virginia, nearly a million members in Maryland, and 90 thousand members in Washington, D. C., and it supports a major once-in-a-lifetime upgrade of I-66 both outside and inside the Capital Beltway.

On behalf of the motoring public and its members, AAA Mid-Atlantic supports the inclusion of the two proposed improvements on Interstate 66 in Northern Virginia in the National Capital Region Transportation Planning Board's 2015 update for its fiscally Constrained Long Range Plan (CLRP).

We urge the TPB to support the support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

The projects will ease congestion on one of the biggest bottlenecks in the greater Washington area and on the East Seaboard. The average driver in the Washington metro area experiences 67 hours of delay in 2012, according to research by the Texas A&M Transportation Institute. The Northern Virginia I-66 Corridor is one of the biggest culprits.

In fact, The Transportation Planning Board's (TPB) 2011 aerial traffic survey found the average delays and back-ups were close to 30 minutes on the 19.4-mile stretch of I-66.

The improvements to the Northern Virginia I-66 Corridor outside and inside the Beltway will move more people in fewer vehicles. The project will provide commuters greater multimodal options along the Northern Virginia I-66 Corridor. As the Washington Post opined: "The plan is part of a broader strategy designed to improve flow on the notoriously traffic-clogged roadway."

For this reason, the motoring public supports Northern Virginia I-66 projects for air quality testing. The TPB should embrace and support projects that move the greatest number of people and reduce congestion and travel time. This is the promise Northern Virginia I-66 Corridor Improvements outside and inside the Beltway.

Throughout the Washington metro area, the cry is the same: "Let's fix I-66."

AAA is the nation's premier auto club with nearly 55 million members nationwide and was founded as an advocate for motorists, an advocacy effort that has continued for over 110 years.

AAA Mid-Atlantic is the nation's fifth largest auto club with over 3.7 million members in the District of Columbia, Virginia, Maryland, Delaware, Pennsylvania, and New Jersey.

Please support these projects for air quality conformity testing.

Thanks,

Description: AAA Mid-Atlantic <<http://aaa.com/join>>

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

AAA Gets to You Faster...Join Today! <<http://www.aaa.com/join>>

Email: jtownsend@aaamidatlantic.com

Phone: (202) 481-6820, ext. 62108
Cell: (202) 253-2171
Fax: (202) 393-5430
1405 G Street NW | Washington, D.C. 20005

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If you are not the intended recipient, please discard.

Upton, Peter ,

2/14/2015

Subject: I-66

I hear that you are planning to make our completely toll free I 66 an EZ Pass only extortion strip. No WAY! This is unacceptable. You guys did this to the I-95 HOV lanes and now what used to be free costs a lot of money no matter the time of day. I-66 is the only we into the city from the beltway...This does NOT benefit the people of Virginia, and is obviously just another means to extort money from us and redistribute it to the state and to a large foreign corporation. We will not stand for this corruption and abuse.

Peter Upton
Falls Church

Webb, Anne ,

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

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The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Anne Webb
3625 10th St N #807
Arlington, VA 22201

Welti, Carol

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

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I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Carol Welti

Address: 10116 Westford Drive, Vienna VA 22182

Woodall, Alicia

2/14/2015

Subject: 66 Improvements

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

However, inside the Beltway the HOV person restrictions should remain the same and it should not become a toll road. Too many private companies are getting rich off of tax payers, when funding transportation is an obligation of the state.

Please support these projects for air quality conformity testing.

Name: Alicia Woodall

Address: 220 William Way
Williamsburg, VA

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

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Please support these projects for air quality conformity testing.

William M. Yauss

9908 Minuet Court

Vienna, Va. 22181

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Yergin-Doniger, David

2/14/2015

Subject: Support Northern Virginia/I-66 Projects for Air Quality Testing

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Today, I-66 congestion is crippling our region and poses a major threat to the region's continued economic viability and global competitiveness. Upgrading the I-66 corridor is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

Please support these projects for air quality conformity testing.

David Yergin-Doniger

WG Construction Co., Inc.

9251 Industrial Court

Manassas VA 20109

571-237-0074

<<http://www.wgconstruction.com/>> <<http://www.hcca.net/>> <<http://www.linkedin.com/in/dyergindoniger/>>

Young, Michael

2/14/2015

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor to include new lanes for autos and transit is long overdue. It requires a long-term design, capacity and flexibility capable of addressing the region's 21st century needs.

I urge the National Capital Region Transportation Planning Board to support the Northern Virginia I-66 Corridor Improvements Outside and Inside the Beltway for air quality conformity testing in the 2015 Constrained Long Range Plan.

I-66 is an integral link and connector for virtually every jurisdiction and major activity center in Northern Virginia.

Please support these projects for air quality conformity testing.

Name: Dendy Young

Address: 604 Boyle Lane, McLean VA 22102

Sent from my iPad

Yu, Brenda

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

Past HOT-lane projects on I-495 and I-95 have also given too much control and revenue to the private toll operator and failed to fund the transit we need as a core part of the solution. So, if you ultimately elect to move forward with the private HOT-lane option, you must guarantee that there is identified funding and concrete steps to implement significantly expanded rapid bus transit and Virginia Railway Express service, while also reserving right-of-way for future Metrorail.

For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

Brenda Yu
1201 Pine Hill Rd
McLean, VA 22101

zamalloa, teresa

2/14/2015

Subject: Study all of the options for I-66

I support fixing I-66 inside and outside the Beltway, but given the cost and potential impact of VDOT's private HOT-lane proposal, I urge you to first study an alternative that puts transit first, and links it with smarter land use and incentives to encourage more carpooling and transit use. You should not allow the financing concept of a private-toll road to cause you to miss the possibility of other less costly and less damaging alternatives.

Past HOT-lane projects on I-495 and I-95 have also given too much control and revenue to the private toll operator and failed to fund the transit we need as a core part of the solution. So, if you ultimately elect to move forward with the private HOT-lane option, you must guarantee that there is identified funding and concrete steps to implement significantly expanded rapid bus transit and Virginia Railway Express service, while also reserving right-of-way for future Metrorail.

For I-66 inside the Beltway, the option of public ownership of peak hour high-occupancy tolls combined with HOV and more investment in transit will provide the best long-term approach for moving more people and should be done before any widening is considered.

The project must also protect our streams and include safe bicycle and pedestrian facilities along and across I-66.

Thank you,

teresa zamalloa
13437 Brookfield dr
Chantilly, VA 20151

Submitted by: An Organization

Cooper, Michael

Washington, DC 2001-6000

2/14/2015

Metropolitan Washington Airports Authority

Subject: I-66 Corridor Improvements inside I-495 - MWAA comments

TO: National Capital Region Transportation Planning Board
RE: I-66 Corridor Improvements inside I-495 for air quality conformity testing in the 2015 Constrained Long Range Plan

While considering I-66 Corridor Improvements inside I-495 for air quality conformity testing in the 2015 Constrained Long Range Plan, the Metropolitan Washington Airports Authority suggests the National Capital Region Transportation Planning Board please consider the Airports Authority's concern that tolling of Washington Dulles International Airport users on I-66 inside the beltway would create a significant disincentive for passengers to choose Dulles International. Accordingly, please see the attached letter from Mr. Jack Potter, President and CEO, to VDOT Secretary Aubrey Layne on this matter detailing the Airports Authority's preference for preserving the Dulles-user exemption that currently exists on I-66 inside of the beltway if tolling is added. Kindly include Mr. Potter's letter and this e-mail as the Airports Authority's comments for the TPB's record.

Thank you.

Michael J. Cooper, C.M.
State & Local Government Relations Manager
Metropolitan Washington Airports Authority
1 Aviation Circle, MA-14
Washington, DC 20001-6000

See attachment on page 111.

Hayes, Tim

McLean, VA 22102

2/14/2015

Northern Virginia Transportation Alliance

Subject: NVTAlliance Comments CLRP Update - I-66 Corridor Improvements

Dear Mr. Srikanth,

On behalf of the Northern Virginia Transportation Alliance, I am submitting for inclusion in the Board packet the attached letter from our Policy Director, Ms. Nancy H. Smith supporting the proposed I-66 Corridor Improvements inside and outside the Beltway for air quality analysis and inclusion in the 2015 update of the Region's Financially Constrained Long-Range Plan and FY 2015-2020 Transportation Improvement Program.

Regards,

Tim

Tim Hayes

Operations Director

Northern Virginia Transportation Alliance

See attachment on page 113.

Leo, Titus

2/14/2015

Committee for Dulles

Subject: Support Northern Virginia I-66 Projects for Air Quality Testing

Committee For Dulles
45969 Nokes Blvd., Suite 100
Dulles, VA 20166

February 14, 2015

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

Dear Chairman Mendelson:

The Committee for Dulles is a dynamic community of businesses, business leaders, policy makers and dedicated individuals. We represent businesses that have in excess of 10,000 employees. Founded in 1966, the Committee plays a pivotal role in making Dulles International Airport the premier air travel service provider for the national capital region and an economic feeder for the business community that surrounds it. We are the only organization in the United States that supports a major international airport. The Committee for Dulles is dedicated to achieving the full potential of the airport and the economic growth of this region. The Committee considers transportation one of its top priorities and improving our regional transportation network as essential for sustained regional prosperity.

The Committee for Dulles urges the National Capital Region Transportation Board to endorse the following projects for air quality analysis and inclusion in the 2015 update to the Region's Financially Constrained Long-Range Plan and FY 2015-2020 Transportation Improvement Program.

New capacity on Route 66 is at a critical need. It is important the improvement and upgrading of I-66 outside the Beltway be of primary importance. Given its significance, strategic location, and current & future project usage, it is also important the adopted design and scope be bold and represent both long term and more immediate solutions. The capacity must be expanded to include three conventional lanes with a hardened shoulder, two managed lanes in each direction for HOV/HOT, transit, and tolled vehicles with sufficient median for a future transit extension. These improvements are critical to the health and growth of Dulles International Airport and the region.

Also of critical importance are the I-66 Corridor improvements inside the Capital Beltway. The immediate need is the addition of 1 lane in both directions between Fairfax Drive and I-495. There needs to be put in place a peak-period managed express lane facility with HOV-3 inside the Beltway. Finally, multimodal improvements including enhanced bus service needs to be implemented.

All of us in the region are dependent upon the movement of thousands of workers and hundreds of millions of dollars of goods and services along the I-66 corridor which feeds into the region's transportation network.

We respectfully urge you and your colleagues to include these two projects in the current update to the Region's Financially Constrained Long-Range Plan and 2015-2020 Transportation Improvement Program.

Sincerely,

Leo Titus, Jr.
President

Meurlin, Keith

Dulles, VA 20166

2/14/2015

Washington Airports Task Force

Subject: Northern Virginia I-66 Projects for Air Quality Testing

Attached is the Washington Airports Task Force's comment regarding Northern Virginia I-66 Projects for Air Quality Testing.

Thank you,

Keith W. Meurlin

President

Washington Airports Task Force

44701 Propeller Court, Suite 100

Dulles, VA 20166

See attachment on page 1115.

Muchnick, Allen

Arlington, VA 22205

1/19/2015 11:50:04 PM

Arlington Coalition for Sensible Transportation

Subject: Errors and Omissions in the I-66 Inside the Beltway Project Description

Please see the attached PDF file.

See attachment on page 117.

Muchnick, Allen

Arlington, VA 20110

1/24/2015 2:45:14 PM

Arlington Coalition for Sensible Transportation

Subject: ACST Statement at 1/21 TPB Meeting

Please post the attached file.

See attachment on page 119.

Muchnick, Allen

Arlington, VA 22204

2/14/2015 11:13:28 PM

Arlington Coalition for Sensible Transportation

Subject: Comments on Revised I-66 Project Descriptions

See attached file.

See attachment on page 120.

Arlington Coalition for Sensible Transportation

Subject: Comments on VDOT's Revised I-66 Project Descriptions

I appreciate that, in response to various comments, VDOT has revised its Project Description Forms for its proposed CLRP amendments for both I-66 projects. While VDOT's revised project descriptions dated February 12, 2015 correct several of the errors and omissions I had previously noted, some of my previously expressed concerns remain unaddressed.....

In particular, the revised Project Description Forms for both I-66 projects lack the Congestion Management Documentation Forms, as directed under Item 32c.....

In addition, while the estimated project cost for I-66 inside the Beltway has increased considerably to \$350 million. and the plan for developing and implementing assorted multimodal improvements is described in much greater detail, the extent of the non-roadway

improvements is not clearly specified. Since the earlier project description estimated the capital and operating costs of the "refined transit package" at \$35.5 million, it seems that about 90% of the \$350 million estimated project cost is for roadway improvements.....

Moreover, VDOT's revised project description provides no assurance that the bulk of the non-roadway improvements will be implemented well before 2040.....

Item 30 on the Project Description Form for I-66 inside the Beltway states that potential environmental mitigation activities for this project have not been identified. However, widening I-66 eastbound in Arlington County would likely have negative impacts on parkland and trails, noise in adjoining neighborhoods, and wetlands and water quality.....

The proposed NEPA study for I-66 inside the Beltway project should not use any currently unbuilt I-66 capacity as the CLRP baseline or "no-build" condition. Instead, this NEPA study should independently determine the purpose and need for each widened I-66 segment;

fully, fairly, and openly evaluate all reasonable alternatives to that widening; and adequately avoid, minimize, and mitigate all negative impacts of that widening.....

Because the previously identified I-66 multimodal improvements can move many times more people than two added I-66 travel lanes for single-occupant vehicles, significant widening of I-66 has not been found necessary and would be counterproductive. Instead, the TPB must hold VDOT accountable for actually funding and implementing the promised bus, rail, bicycle, pedestrian, and TDM corridor improvements.

Subject: Additions and changes to the 2015 CLRP

The Virginia Sierra Club is pleased to submit these comments regarding the proposed addition of the I-66 Outside the Beltway project to the 2015 Constrained Long Range Plan and air quality conformity analysis.

We agree that addressing the I-66 corridor should be a high priority for the region. With a project of this expense and its community impacts, it is especially important to get all the elements right. These elements must include a robust and detailed plan for funding, operating and maintaining high-quality transit both on I-66 and in east-west roads in the corridor such as Routes 50 and 29; and for building in pedestrian and bicycle improvements that will help make transit more accessible and enable residents and commuters to shift more trips to walking and bicycling.

The project is heavily focused on managed lanes and highway widening throughout this 25-mile stretch from the Beltway to Haymarket. Only part of the \$2-3 billion cost will be covered by a private concessionaire. The project includes plans for improved transit, but the financing model gives us pause that the needed capital, operating and maintenance funds for transit will be available. In addition, although the project submission in the CLRP Call For Projects claims that it covers bicycle and pedestrian modes, we have not seen in VDOT's presentations any details on these improvements.

As a public-private partnership project, the I-66 improvements could potentially include non-compete clauses or reimbursement provisions that limit or prevent transit improvements including expansion of express bus capacity in the managed lanes, Metrorail extension and VRE expansion. Since the project team is promoting rapid bus service as a key justification for the managed lanes approach, there must be a commitment in the private concession to fund at least this transit component.

It is not clear to us what assumptions about the level and scope of transit funding, operation and mode share are feeding into the air quality conformity analysis. We are concerned that these assumptions may bely major questions on how transit, bicycling and pedestrian improvements in the I-66 corridor will be funded and implemented.

Douglas Stewart
Transportation Chair, Virginia Sierra Club

douglasbstewart@gmail.com

703-407-2790

Comment on the removal of streetcar projects

Submitted by: An Individual

Huffman, Larry

Alexandria, VA 22306-2424

1/17/2015 7:45:39 PM

Subject: Replacement for streetcar projects

OK, some small portion of the Arlington electorate has voted down the streetcars.

What were the percentages in north Arlington (which benefits heavily from investments already made) and south Arlington (which has seen very little benefit from transit investments made so far.)? Comment: I wonder if north Arlington voted down the investment, sending the message 'I'm rich and I've got mine, and feel disinclined now to spend money on you, poor south Arlington.' Pretty inflammatory way to put it, but still...

The opponents of the streetcar made the case based on efficiency of investment. OK, it's put up or shut up time. Include in the new plan trolley buses, as opposed to diesel buses, or hybrids, or any other hyper-flexible technology. In order to convince investors that the transit is there to stay, you've got to install something that's hard to re-route, like streetcars (voted down) or trolley buses (using overhead electrical service.)

When opponents say 'That's ugly!' adduce San Francisco--routinely voted most beautiful city in America, and with trolley bus wires all over it, including right down the middle of Market Street (for streetcars, but a distinction without a difference in this case.)

Anyone who opposed the streetcars on efficiency of investment grounds should have to support something cheaper and equally as effective. And trolley buses are MUCH quieter, produce much less pollution, and accelerate quite a lot faster than diesel buses.

Muchnick, Allen

Manassas, VA 20110

1/18/2015 7:38:07 PM

Subject: Arlington Streetcar Projects Were Counterproductive

The TPB will likely receive public comments from Streetcar enthusiasts, bemoaning the cancellation of the Arlington Streetcar projects, and their removal from the CLRP, as a loss for public transportation and regional sustainability. In fact, the cancellation of these wasteful Streetcar projects will lead to more and better public transportation and a more sustainable region.

As both Alternative Analyses for the Columbia Pike Streetcar project demonstrated, the proposed Streetcar would not significantly increase the frequency or speed of public transportation along Columbia Pike, and a rubber-tired enhanced bus alternative could achieve practically the same transit ridership at a small fraction of the capital cost and with lower annual operating costs. Moreover, because the proposed Pike Streetcar would have only replaced 10 existing Metrobuses, simply introducing articulated Metrobuses in place of a few more of the existing Route 16 Metrobuses could produce greater transit ridership at a small fraction of the cost.

The people of Arlington and their elected officials remain committed to the transit-oriented redevelopment of the Columbia Pike and Route 1 corridors, and enhanced bus service will accomplish that quicker, better, and at a far lower cost. Since neither the City of Alexandria nor Fairfax County are currently planning any streetcar projects, the Arlington Streetcars would not have comprised part of a larger regional network, whereas enhanced buses along Columbia Pike and Route 1 can connect seamlessly to serve those adjoining localities.

General comment on the CLRP update or other regional transportation issue

Submitted by: An Organization

Colvin, Matthew

Oakland, CA 94612

2/14/2015

Safe Routes to School National Partnership

Subject: CLRP Public Comment

Please see attached comments.

Matthew Colvin

Regional Policy Manager

Safe Routes to School National Partnership

See attachment on page 122.



February 11, 2015

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

Dear Chairman Mendelson:

The S. W. Rodgers, Co. Inc. is a “Full service, Heavy Highway, Site development & Utility Contractor” representing over 350 employees who experience the Northern Virginia Region’s ‘CONGESTION’ every day. Getting to our job locations throughout the region daily is a daunting task and productive nightmare that stymies profitability.

We consider transportation one of our top priorities and improving our regional transportation network as essential for sustained regional prosperity.

S.W. Rodgers urges the National Capital Region Transportation Board to endorse the following projects for air quality analysis and inclusion in the 2015 update to the Region’s Financially Constrained Long-Range Plan and FY 2015-2020 Transportation Improvement Program.

VIRGINIA

- **I-66 Corridor Improvements Outside the Capital Beltway** – Reconfigure I-66 between I-495 and Route 15 in Prince William County in both directions to 3 general purpose lanes, a hardened shoulder and 2 managed express lanes for toll, HOV and transit.
- **I-66 Corridor Improvements Inside the Capital Beltway** – VDOT to upgrade the corridor to:
 - Add 1 lanes in both directions between Fairfax Dr. and I-495. We urge that this upgrade be done immediately, not in 25 years.
 - Convert I-66 inside the Beltway to a peak-period managed express lane facility with HOV-3.
 - Implement multimodal improvements, including enhanced bus service.

Thank you!

Sincerely,
S.W. RODGERS COMPANY, INC.



Roy O. Beckner,
Director of Business Development

TPBletter



February 10, 2015

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

Dear Chairman Mendelson:

The Loudoun County Chamber of Commerce, and our thirteen hundred member businesses, consider transportation to be one of our top priorities and improving our regional transportation network as essential for sustained regional prosperity.

On our own, and through coalitions like the Northern Virginia Chamber Partnership, and the Northern Virginia Transportation Coalition, the Loudoun Chamber has fought for nearly a decade to focus attention and resources on untangling northern Virginia's, not just Loudoun County's, critically congested roads. We have long understood that Loudoun County is not an island unto itself; and that creating stronger economy, and world class quality of life in Loudoun County, demands that we get people and goods moving around our region as efficiently as possible. For us, the argument is simple; if our strategic regional transportation network doesn't function, our local transportation network will never function, no matter how much money we pour into it.

Therefore, we urge the National Capital Region Transportation Planning Board to endorse the following projects for air quality analysis and inclusion in the 2015 update to the Region's Financially Constrained Long-Range Plan and Fiscal Year (FY) 2015-2020 Transportation Improvement Program. Specifically:

- I-66 Corridor Improvements Outside the Capital Beltway – Reconfigure I-66 between I-495 and Route 15 in Prince William County in both directions; and
- I-66 Corridor Improvements Inside the Capital Beltway

While I-66 does not run directly through Loudoun County, its impact on Loudoun County businesses and residents is unquestionable. I-66 is:

- A major regional commuter corridor;
- A major freight route;
- A key link to Washington-Dulles International Airport – a vital Loudoun County, regional and statewide economic engine; and
- A major homeland security emergency responder/regional evacuation route.

A corridor of such critical importance and in such critical condition – a significant portion of peak period roadway miles already operates under heavily congested conditions – requires a big, bold solution. The plan for I-66 should provide the greatest, long-term, multi-modal flexibility possible; which means –



conventional lanes, managed lanes and a hardened shoulder along with reserved median space for potential future transit extensions.

We should not view this opportunity as a least we can do effort but any opportunity to provide the next and last fix for a major interstate that connects Virginia's largest and fastest growing communities with our nation's Capital and the I-81 corridor – one of the nation's most heavily travelled north-south freight and travel corridor. More importantly, upgrading I-66 is long overdue and this investment in our northern Virginia regional transportation infrastructure is essential to our Loudoun County and our region's future economic competitiveness and quality of life. We must move these projects forward as expeditiously as possible.

So, in closing, we again urge you to endorse the I-66 Corridor Improvements, inside and outside the Capitol Beltway, for air quality analysis and inclusion in the 2015 update to the Region's Financially Constrained Long-Range Plan and Fiscal Year (FY) 2015-2020 Transportation Improvement Program.

Thank you for considering the Loudoun County Chamber of Commerce's thoughts on this important issue.

Sincerely,

Brian J. Fauls
Government Affairs Manager



**GREATER RESTON
CHAMBER of COMMERCE**

February 13, 2015

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

Dear Chairman Mendelson:

On behalf of the Greater Reston Chamber of Commerce, which represents over 650 businesses in the Reston-Dulles Corridor, I am writing to you about the 2015 update to the Region's Financially Constrained Long-Range Plan and FY 2015-2020 Transportation Improvement Program.

As the leader in business growth and entrepreneurship in the Reston-Dulles Corridor, the Reston Chamber considers transportation to be one of our top priorities and improving our regional transportation network as essential for sustained regional prosperity.

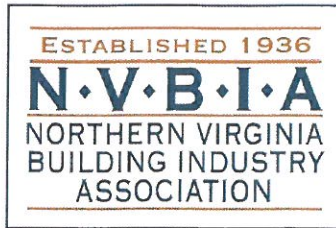
Therefore, we urge the National Capital Region Transportation Planning Board to endorse the following projects for air quality analysis and inclusion in the 2015 update to the Financially Constrained Long-Range Plan and FY 2015-2020 Transportation Improvement Program.

VIRGINIA

- **I-66 Corridor Improvements Outside the Capital Beltway** – Reconfigure I-66 between I-495 and Route 15 in Prince William County in both directions to 3 general purpose lanes, a hardened shoulder and 2 managed express lanes for toll, HOV and transit.
- **I-66 Corridor Improvements Inside the Capital Beltway** – VDOT to upgrade the corridor to:
 - Add one lane in both directions between Fairfax Dr. and I-495. We urge that this upgrade be done immediately, not in 25 years.
 - Convert I-66 inside the Beltway to a peak-period managed express lane facility with HOV-3.
 - Implement multimodal improvements, including enhanced bus service.

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. Upgrading the I-66 corridor is long overdue and will greatly enhance regional accessibility, sustainability and quality of life.

Sincerely,
Mark S. Ingrao, CCP, CAE
President & CEO



February 11, 2015

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

Dear Chairman Mendelson:

The Northern Virginia Building Industry Association (NVBIA) represents 570 local & regional businesses and more than 10,000 of those businesses employees. Transportation is important not only to the viability of the building industry and its employees, but also to the families who buy homes and choose to make their livelihoods in Northern Virginia.

As such, the NVBIA has always considered transportation to be one of its top priorities and improving our regional transportation network is essential for sustained regional prosperity.

The NVBIA urges the National Capital Region Transportation Board to endorse the following projects for air quality analysis and inclusion in the 2015 update to the Region's Financially Constrained Long-Range Plan and FY 2015-2020 Transportation Improvement Program.

VIRGINIA

- **I-66 Corridor Improvements Outside the Capital Beltway** – Reconfigure I-66 between I-495 and Route 15 in Prince William County in both directions to 3 general purpose lanes, a hardened shoulder and 2 managed express lanes for toll, HOV and transit.
- **I-66 Corridor Improvements Inside the Capital Beltway** – VDOT to upgrade the corridor to:
 - Add 1 lane in both directions between Fairfax Dr. and I-495. We urge that this upgrade be done immediately, not in 25 years.
 - Convert I-66 inside the Beltway to a peak-period managed express lane facility with HOV-3.
 - Implement multimodal improvements, including enhanced bus service.

NVBIA greatly appreciates your consideration of these critical projects and is hopeful that you will endorse them, as we truly believe they play a crucial role in the success of our region's long-term transportation needs.

Sincerely,

Jon W. Lindgren
Executive Vice President
Northern Virginia Building Industry Association

NVBIA ♦ 3684 Centerview Drive ♦ Suite 110B ♦ Chantilly, VA 20151
703-817-0154 office ♦ 703-991-1398

www.NVBIA.com

February 14, 2015

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

Dear Chairman Mendelson:

The Greater Washington Board of Trade urges the National Capital Region Transportation Board to endorse the following projects for air quality analysis and inclusion in the 2015 update to the Region's Financially Constrained Long-Range Plan and FY 2015-2020 Transportation Improvement Program.

VIRGINIA

- **I-66 Corridor Improvements Outside the Capital Beltway** – Reconfigure I-66 between I-495 and Route 15 in Prince William County in both directions to three general purpose lanes, a hardened shoulder and two managed express lanes for toll, HOV and transit.
- **I-66 Corridor Improvements Inside the Capital Beltway** – VDOT to upgrade the corridor to:
 - Add one lane in both directions between Fairfax Dr. and I-495. We urge that this upgrade be done immediately.
 - Implement multimodal improvements, including enhanced bus service.

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

We appreciate your leadership and support on this very important project. Thank you.

Sincerely,



James C. Dinegar
President and CEO



Takes You Further.™

MARY BAYAT, GRI – Chair of the Board
CHRISTINE M. TODD, CAE, RCE – Chief Executive Officer

February 4, 2015

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

Dear Chairman Mendelson:

On behalf of the Northern Virginia Association of Realtors® (NVAR), an organization representing 10,000 Realtor® members in the region, I am writing to you about the 2015 update to the Region's Financially Constrained Long-Range Plan and FY 2015-2020 Transportation Improvement Program.

NVAR considers transportation one of its top priorities and improving our regional transportation network as essential for sustained regional prosperity and continued growth of the real estate market.

NVAR urges the National Capital Region Transportation Board to endorse the following projects for air quality analysis and inclusion in the 2015 update to the Financially Constrained Long-Range Plan and FY 2015-2020 Transportation Improvement Program.

VIRGINIA

- **I-66 Corridor Improvements Outside the Capital Beltway** – Reconfigure I-66 between I-495 and Route 15 in Prince William County in both directions to 3 general purpose lanes, a hardened shoulder and 2 managed express lanes for toll, HOV and transit.
- **I-66 Corridor Improvements Inside the Capital Beltway** – VDOT to upgrade the corridor to:
 - Add one lane in both directions between Fairfax Dr. and I-495. We urge that this upgrade be done immediately, not in 25 years.
 - Convert I-66 inside the Beltway to a peak-period managed express lane facility with HOV-3.
 - Implement multimodal improvements, including enhanced bus service.

As Realtors® we talk to people moving to the area and one of their primary concerns is transportation. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. Major improvements to the I-66 corridor will greatly enhance regional accessibility, sustainability and quality of life.

Thank you!

Sincerely,

Mary Bayat
Chair of the Board



Affiliated with the
National Association
of REALTORS®

Fairfax Headquarters
8407 Pennell Street
Fairfax, VA 22031
703.207.3200

Herndon Center
520 Huntmar Park Drive
Herndon, VA 20170
703.207.3228

Department Phones
Membership 703.207.3256
Education 703.207.3244
Realtor® Shop 703.207.3215

February 10th, 2015

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

Dear Chairman Mendelson –

The Fairfax County Chamber of Commerce (Fairfax Chamber) represents nearly 650 member companies with approximately 500,000 employees across Northern Virginia. The Fairfax Chamber considers transportation one of its top priorities and improving our regional transportation network is essential for sustained regional prosperity.

The Fairfax Chamber believes in a multi-modal approach to solve Virginia’s transportation crisis. Improvements to Interstate 66 are a critical part of that solution.

The Fairfax Chamber urge the National Capital Region Transportation Board to endorse the following projects for air quality analysis and inclusion in the 2015 update to the Region’s Financially Constrained Long-Range Plan and FY 2015-2020 Transportation Improvement Program.

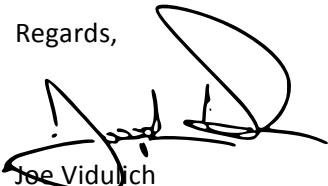
- **I-66 Corridor Improvements Outside the Capital Beltway** – Reconfigure I-66 between I-495 and Route 15 in Prince William County in both directions to 3 general purpose lanes, a hardened shoulder and 2 managed express lanes for toll, HOV and transit.
- **I-66 Corridor Improvements Inside the Capital Beltway** – VDOT to upgrade the corridor to:
 - Add 1 lane in both directions between Fairfax Dr. and I-495. We urge that this upgrade be done immediately, not in 25 years.
 - Convert I-66 inside the Beltway to a peak-period managed express lane facility with HOV-3.
 - Implement multimodal improvements, including enhanced bus service.

We appreciate the National Capital Region Transportation Planning Board commitment to enhancing opportunities to improve regional mobility and economic development through multimodal transportation solutions.

Should you like to discuss this matter further, please feel free to contact me at (703) 752-7544 or via email at jvidulich@fairfaxchamber.org.

Thank you for your consideration.

Regards,



Joe Vidulich
Vice President of Government Relations
Fairfax County Chamber of Commerce

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IN REPLY REFER TO:
NCPC File No. 7514

FEB 13 2015

Mr. Kanti Srikanth
Director, Department of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington, DC 20002-4239

RE: NCPC Comments on the 2015 Financially Constrained Long Range Transportation Plan

Dear Mr. Srikanth:

We have reviewed the National Capital Region's *2015 Financially Constrained Long Range Transportation Plan* (CLRP). The comments provided below focus on the National Capital Planning Commission's (NCPC) role as a member of the Transportation Planning Board and the central planning agency for the federal government in the National Capital Region (NCR).

As an important regional partner, NCPC works closely with the Metropolitan Washington Council of Governments on a number of planning initiatives such as *Region Forward*.

The CLRP is an integral tool allowing the NCR to remain a vibrant world capital by developing a sustainable, safe, balanced and attractive transportation system. Projects in the 2015 CLRP would improve the NCR's mobility by accommodating more capacity and multiple travel modes, reinforcing the sustainable development goals articulated in NCPC's *Comprehensive Plan of the National Capital: Federal Elements*.

We particularly welcome many of the transit improvements in the CLRP that will increase travel options to less accessible federal facilities throughout the NCR. We are encouraged by the "Purple Line" project and multiple projects to develop High-Occupancy Vehicle lanes, Bus Rapid Transit facilities, Maryland Area Regional Commuter (MARC) service and bike/trailways. These projects will result in a tremendous benefit to large federal facilities including Fort Belvoir, Joint Base Anacostia-Bolling, St. Elizabeths, and Marine Corps Base Quantico.

We also support CLRP projects that will enhance urban design and mobility along important L'Enfant streets including "Dedicated Bike Lanes, [DC] Citywide," "East Capitol Street Corridor Mobility & Safety Plan," "Reconstruct New Jersey Avenue NW" and "Southeast Boulevard and Barney Circle." These projects will reinforce the physical and symbolic connections between the

Mr. Kanti Srikanth
Page 2

National Mall and the rest of the District of Columbia, an important goal of NCPC's *Monumental Core Framework Plan*.

We recognize that several of these projects are undergoing further study. To address any impacts to federal interests, including viewsheds, public realm, historic resources, and parks, continuing coordination with affected federal agencies is encouraged as these projects move forward.

Thank you for the opportunity to review and comment on the *2015 Financially Constrained Long Range Transportation Plan*. We look forward to future coordination with the Metropolitan Washington Council of Governments. Please contact Michael A. Sherman at (202) 482-7254 or michael.sherman@ncpc.gov if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael A. Sherman". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Michael A. Sherman
Director, Office of Policy and Research

The I-66 widening project being advertised by the Transportation Planning Board is described as an “intermodal improvement project,” however it only includes any actual plans for building toll lanes. The published plans do not show any new bus routes, new park and ride facilities, new commuter bike paths, or anything that resembles any transportation modals other than highway vehicles.

Only vague references to “enhanced bus service,” whatever that could mean in the future, are provided. There is not even any rail transit included in this “regional intermodal transportation plan.” No plans should be accepted until there is a full regional solution to implement all of the suggested improvements. The offered piecemeal approach will lead to broken promises, no actual construction beyond lanes and tolls, and increased mistrust in our government leadership.

VDOT even admitted during a public meeting that if this plan is implemented, there will be highway congestion just as there is without it. There will just be more vehicles on the road creating the congestion. **THERE ARE NO MULTIMODAL IMPROVEMENT ELEMENTS INCLUDED IN THIS PLAN BEYOND INCREASING HIGHWAY LANES WITH TOLLS.**

The I-66 widening plan as written is a major windfall for increased suburban sprawl and land developers in the Counties of Loudoun, Prince William, Fauquier, and beyond while folks who have chosen to live near transit in eastern Fairfax County will pay dearly and forever with permanent home destruction, loss of open space and green space through government land taking, loss of pedestrian transit access, and air and water pollution once more. The repetitive three sentence comments by employees of construction and civil engineering contractors tell the story of where the support for I-66 widening truly lies.

The recent experience with I-495 Express Lanes Construction and unmitigated pollution including massive silt deposits and silt barriers being washed into the Accotink Creek and damaged wetlands without any response from VDOT, Contractors, or the Commonwealth of Virginia shows there is little interest in environmental stewardship with respect to large highway projects.

Any massive civil engineering project in Northern Virginia should have true environmental stewardship and not simply provide more lanes to support even lengthier commutes and sprawl. **THIS PLAN PUTS THE BURDEN OF INCREASED SPRAWL AND LAND DEVELOPMENT ACROSS NORTHWESTERN VIRGINIA COUNTIES ON RESIDENTS WHO ALREADY LIVE NEAR THE JOB CENTERS AND ACTUAL PUBLIC TRANSIT INCLUDING RAIL TRANSIT TODAY.**

Any I-66 plans should be re-worked to fit in the existing right of way, which is already substantially wider than the existing pavement. VDOT understands this concept with I-66 in Arlington County, why are Fairfax County residents subjected to a much lower standard by VDOT?

Although VDOT provided copies to the TPB earlier, VDOT has only started public meetings on the plan within the past week or two, yet the comment period closes less than 10 days after the last meeting held so far. Because of the wide reaching and potentially devastating impact the planned project will have on local communities, the Transportation Planning Board should strongly consider substantial public outreach and an appropriately longer comment period.

THE PROJECT SEEKS TO DESTROY AND/OR SEVERLY IMPACT LOWER INCOME HOUSING NEAR THE EASTERN PROJECT BOUNDARY WITHOUT PROVIDING ANY BENEFITS OR INCREASED ACCESSIBILITY. VDOT IS ATTEMPTING TO RUSH THIS MASSIVE TRANSFORMATION AND SEVERE COMMUNITY IMPACT APPROVAL BEFORE PROVIDING SUBSTANTIAL OPPORTUNITY FOR COMMUNITY INPUT AND CONSIDERATION.



February 3, 2015

The Honorable Aubrey L. Layne, Jr.
Secretary
Virginia Department of Transportation
1111 East Broad Street, 3rd Floor
Richmond, VA 23219

Dear Secretary Layne:

I am writing regarding a Virginia Department of Transportation (VDOT) initiative we briefly discussed during your recent visit to Washington Dulles International Airport (Dulles International) pertaining to potential changes to Interstate 66 inside the Capital Beltway. Members of my staff met with the VDOT's Northern Virginia Deputy District Administrator on January 7 to learn the details of the proposed changes.

Under the proposed changes, I understand that I-66 inside the Beltway would be changed from HOV2 to HOV3 and include tolling during peak hours for all non-HOV3 vehicles in both directions. If these changes were implemented, non-HOV3 vehicles carrying passengers to and from Dulles International during peak hours would be assessed a toll for their use of I-66.

The Metropolitan Washington Airports Authority (Airports Authority) is concerned that this tolling of I-66 would create a significant disincentive for passengers to choose Dulles International. As you are aware, over the past few years the number of passengers using Dulles International has declined as passenger traffic has migrated to Ronald Reagan Washington National Airport. The Airports Authority is undertaking several initiatives to reverse this decline and to re-establish Dulles International as the growth Airport for air travel in the National Capital Region. Tolling vehicles that are carrying passengers on their way to and from Dulles International would, we fear, harm these efforts and may actually exacerbate the passenger declines we have seen in recent years.

As VDOT's proposal for the I-66 project is developed, we ask that the department consider allowing vehicles that are traveling to and from Dulles International in the peak period to use I-66 free of tolls, just as these vehicles are able to today. We believe the technology exists to enable this to occur. We also believe that the ability of Dulles-related vehicles to travel untolled on I-66 is critical to the economic vitality of the Airport and its ability to making a substantial contribution to the economic development of the Commonwealth and the National Capital Region.

The Honorable Aubrey L. Layne, Jr.
Virginia Department of Transportation
Page 2

The Airports Authority appreciates the work by your staff on this important project and your consideration of our concerns. We look forward to continued cooperation and further partnering to solve regional transportation issues. If you have any questions, please feel free to contact me or Michael Hewitt, Airport Planning Engineer, at (703) 572-0264.

Sincerely,



John E. Potter
President and Chief Executive Officer

JEP:dbj

cc: Ms. Helen Cuervo, VDOT, Northern VA District Administrator
Ms. Renee Hamilton, VDOT, Northern VA Deputy District Administrator
Ms. Susan Shaw, VDOT, Regional Transportation Program Director



February 11, 2015

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

Dear Chairman Mendelson:

The Northern Virginia Transportation Alliance (the Alliance) urges the National Capital Region Transportation Planning Board (TPB) to endorse the I-66 projects below for air quality analysis and inclusion the 2015 update of the Region's Financially Constrained Long-Range Plan and FY 2015-2020 Transportation Improvement Program --

- **I-66 Corridor Improvements Outside the Capital Beltway** – Reconfigure I-66 between I-495 and Route 15 in Prince William County in both directions to 3 general purpose lanes, a hardened shoulder and 2 managed express lanes for toll, HOV and transit.
- **I-66 Corridor Improvements Inside the Capital Beltway** – VDOT to upgrade the corridor to:
 - Add 1 lane in both directions between Fairfax Dr. and I-495. We urge that this upgrade be done immediately, not in 25 years.
 - Convert I-66 inside the Beltway to a peak-period managed express lane facility with HOV-3.
 - Implement multimodal improvements, including enhanced bus service.

The impact and import of the I-66 Corridor for the Washington metropolitan region is unquestionable. Not only is I-66 Northern Virginia's Main Street, connecting virtually every jurisdiction and Washington Dulles Airport with the nation's capital, but it is also a major transportation corridor for goods, services and people for the entire Washington region. I-66 is:

- A major interstate corridor connecting the nation's capital with I-81.
- A major Commonwealth Transportation Board-designated corridor of statewide significance.
- A major regional corridor, connecting the metropolitan area's first (Fairfax), fourth (District of Columbia), fifth (Prince William County) and seventh (Arlington County) most populous jurisdictions.
- A major transit corridor. The Orange Line is Metro's/WMATA's second most heavily used line.
- A major freight corridor connecting I-495/Capital Beltway with I-81, a major north-south national freight route.
- A major homeland security emergency responder/evacuation route.
- And a major international corridor as a key link to Washington Dulles International Airport, a major regional and statewide economic engine.

Today, I-66 congestion is crippling our region and poses a major threat to our continued economic viability and global competitiveness. The Tier I EIS for I-66 Corridor Improvements outside the Capital Beltway (I-495 to US 15) shows that currently:

- I-66 traffic volumes exceed those of the Dulles Corridor, which has many more traffic lanes.
- Volumes between US 50 and the Capital Beltway (190,000-200,000) approach those of some Beltway segments.

- Over half of a.m. peak period roadway miles and two-thirds of p.m. peak period roadway miles operate in heavily congested conditions.
- Parallel roadways experience high peak period volumes in part because I-66 volumes exceed capacity.

That same Tier 1 EIS shows that by 2040 congestion in the corridor only worsens -

- Traffic volumes on various segments increase by 10% to 66%
- All a.m. peak period and 90% of all p.m. peak period roadway miles operate under heavily congested conditions.
- Peak period delays increase to 8-10 hours in each direction

In short, I-66 is a heavily used, heavily congested, multi-modal corridor of immense importance to Northern Virginia, the National Capital Region, and the Commonwealth of Virginia. Virginia Governor Terry McAuliffe and Transportation Secretary Aubrey Layne have said that upgrading the I-66 Corridor is arguably Virginia’s highest transportation priority.

Enhanced transit service must also be a robust component along the entire corridor. The Alliance recommends that any solution include the following:

- Express Bus – Potentially, the real managed lane “game-changer” for the entire region is express bus, which clearly is the best corridor transit solution for the foreseeable future. Express bus in the managed lanes provides a fast, reliable, flexible transit option that will relieve pressure on the conventional lanes AND the Orange Line. In combination with the 495 Express Lanes, I-66 managed lanes will offer incomparable, cost-effective direct transit service from areas expected to experience the region’s highest residential growth to Fairfax County’s largest employment center (Tysons), as well as Rosslyn/Ballston, Springfield, Alexandria, the District and other regional activity centers without incurring the cost of separate BRT guide ways. Express bus also frees up long-distance Orange Line seats for travelers to the District.
- Metrorail -- Transit-supportive densities beyond Vienna are unlikely for the foreseeable future. That said, with significant population and job growth projected for Centreville, Manassas and South Riding/Eastern Loudoun County, median space should be reserved at least as far west as Route 234 so as to provide for a potential tie-in to future Bi-County and Tri-County Parkways in the event express bus service proves inadequate to meet demand.
- Virginia Railway Express (VRE) Extension – VRE is an integral part of the region’s transportation network. I-66 express bus service should help relieve pressure on VRE by providing faster, more direct connections to Metro, Tysons and other regional activity centers.

Again, upgrading the I-66 corridor is arguably Virginia’s most important transportation priority. The Alliance urges the TPB to endorse the proposed I-66 Corridor Improvements inside and outside the Beltway for air quality analysis and inclusion in the 2015 update of the Region’s Financially Constrained Long-Range Plan and FY 2015-2020 Transportation Improvement Program.

Sincerely,



Nancy H. Smith
Policy Director

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Paul J. Wiedefeld, A.A.E.

BWI Airport

The Honorable Anthony A. Williams

Federal City Council



Washington Airports Task Force

www.washingtonairports.com

February 13, 2015

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

Dear Chairman Mendelson:

The Washington Airports Task Force (WATF) considers transportation one of its top priorities, and improving our regional transportation network to support Washington Dulles International Airport (Dulles) is essential for sustained regional prosperity.

The WATF urges the National Capital Region Transportation Board to endorse the following projects for air quality analysis and inclusion in the 2015 update to the Region's Financially Constrained Long-Range Plan and FY 2015-2020 Transportation Improvement Program.

VIRGINIA

- **I-66 Corridor Improvements Outside the Capital Beltway**
Reconfigure I-66 between I-495 and Route 15 in Prince William County in both directions to 3 general purpose lanes, a hardened shoulder and 2 managed express lanes for toll, HOV and transit.
- **I-66 Corridor Improvements Inside the Capital Beltway** – VDOT to upgrade the corridor to:
 - Add 1 lane in both directions between Fairfax Drive and I-495. We urge that this upgrade be done immediately, not in 25 years.
 - Convert I-66 inside the Beltway to a peak-period managed express lane facility with HOV-3.
 - Implement multimodal improvements, including enhanced bus service.
 - Continue the ability for vehicles going to or from Dulles Airport to travel on I-66 free of tolls or HOV requirements.

Dulles Airport is critical to the economic vitality of this region. The Dulles Access Highway, Connector and I-66 are the primary access portal to Dulles Airport for Arlington and Fairfax Counties, and the District of Columbia.

44701 Propeller Court, Suite 100 • Dulles, VA 20166

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

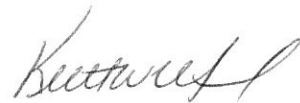
The Honorable Phil Mendelson
February 13, 2015
Page 2

Maintaining this free and open access for Dulles Airport passengers is vitally important to the Airport and this region's economic success. Dulles Airport provides the Commonwealth with a major international gateway. The benefits of the international links provided are of little benefit to the Commonwealth if its citizens and businesses cannot easily reach the airport.

The WATF is a non-profit, non-partisan 501(c)(3) corporation dedicated to promoting the expansion and enhancement of aviation services for Virginia and the National Capital region. The WATF works to cultivate relationships and promote airline competition and regional collaboration in order to create sustainable air service and economic growth. The WATF is goal-oriented and works in concert with the public and private sectors to catalyze hundreds of millions of dollars in economic return.

Thank you for this opportunity to comment.

Sincerely,



Keith W. Meurlin

January 20, 2015

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

Re: Public Comment on the 2015 CLRP Project Submissions Errors and Omissions in the I-66 inside the Beltway Project Description

Some of the information currently posted on the TPB website under Item 11 for the January 21, 2015 TPB meeting is either erroneous or incomplete; specifically:

1) Under the "*Briefing on Project Submissions for the 2015 CLRP*", Page 2 of the "*Summary of Major Additions and Changes for the 2015 Financially Constrained Long-Range Transportation Plan*" (Page 6 of the PDF) shows an erroneous **PROJECT MAP** for the "I-66 Corridor Improvements inside the Capital Beltway". Namely, the depicted eastern "Fairfax Dr" terminus of the proposed widening appears to be erroneously located near Route 29/Lee Hwy in East Falls Church (where a road named Fairfax Dr exists), rather than at the I-66 Fairfax Dr entrance and exit in Ballston, just west of N. Glebe Rd. The five segments of I-66 proposed for widening on Page 13 of the "*2015 CLRP and FY2015-2020 TIP Air Quality Conformity Inputs*" (ID#s 787, 788, 789, 786, and 747) should each be clearly depicted on the project map shown on Page 2 (Page 6 of the PDF).

2) The VDOT Letter in "*Attachment A*" (Page 11 of the PDF) cites the executive summaries of four previous I-66 studies that VDOT is providing to the TPB as project background information "in advance of the Board meeting". **These documents are missing from Attachment A and are not posted anywhere under the documents for the January 21 TPB meeting.**

3) Under the **CLRP Project Description Form** for the I-66 Multimodal Improvement Project, inside the Beltway (UPC 97586), the **Description** (Item 10 on Page 13 of the PDF) references "*implementation of initial multimodal improvements*" and "*a set of baseline multimodal assumptions and an initial series of additional multimodal improvements*", which are characterized only in the abstract (and only "*enhanced bus service*" is listed among the Air Quality Conformity Inputs [on Page 3]). **WHEN WILL VDOT DISCLOSE ITEMIZED PROPOSED MULTIMODAL IMPROVEMENTS OR BASELINE ASSUMPTIONS AND THEIR PROPOSED IMPLEMENTATION SCHEDULE?**

4) Under "**Tolling Policy**" (Page 14 of the PDF), VDOT implies that the "*baseline multimodal assumption and additional multimodal improvements*" will be funded only with "*excess [toll] revenues*", after the "*design, construction, operating, and maintenance costs of the [highway portion of the] project*" have been recovered. **VDOT DOES NOT DISCLOSE WHEN THE MULTIMODAL IMPROVEMENT ELEMENTS OF THIS PROJECT WILL FIRST BE FUNDED AND IMPLEMENTED.**

5) Under "**Tolling Policy**", the referenced "MAP-21 mandated performance standards" for keeping the express lanes free flowing are **not specified. WHAT ARE THESE MINIMUM PERFORMANCE STANDARDS?**

6) Under "**Financial Plan**" (Page 15 of the PDF), it is unclear whether the estimated capital and operating costs of the "**refined transit package**" (ca. \$35.5 million) is a one-time or annual cost, but this cost is evidently not included in the \$75-\$100 million project cost estimate for the tolling element. **See #4 above.**

7) Under "**Regional Policy Framework**" (Page 15 of the PDF), **the second part of Item 22, "Provide a Comprehensive Range of Transportation Options", is unanswered: Does this project improve accessibility for historically-disadvantaged individuals?**

8) Under "**MAP-21 Planning Factors**" (Page 16 of the PDF), **parts i and ii of Item 29 (safety) are not answered** as directed by the submission form.

9) Under "**Environmental Mitigation**" (Page 16 of the PDF), **the response to Item 30 states that no potential mitigation activities have been identified for this project.** Such a response is acceptable for the portion of the project that does not involve widening I-66, but **the widening of I-66 proposed to be completed only after 2020 would require some environmental mitigations. VDOT SHOULD SUBMIT A SEPARATE CLRP PROJECT SUBMISSION FORM FOR THE FIVE SEGMENTS OF I-66 PROPOSED FOR WIDENING BY 2040.**

10) Under **Congestion Management, Capacity** (Item 32c on Page 17 of the PDF), **VDOT's response indicates that a Congestion Management Document Form is required for this project, YET NO CONGESTION MANAGEMENT DOCUMENTATION FORM is displayed.**

I trust that TPB and VDOT staff will correct these errors and omissions ASAP.

Sincerely,

Allen Muchnick, president
Arlington Coalition for Sensible Transportation
allenmuchnick@yahoo.com
703-997-6667

Arlington Coalition for Sensible Transportation
Statement to the National Capital Region Transportation Planning Board
by Allen Muchnick, president, January 21, 2015

I'm Allen Muchnick with the Arlington Coalition for Sensible Transportation (or ACST). Since 1999, **ACST has advocated "wiser, not wider" management and multimodal improvements to I-66 inside the Beltway to most effectively move people and minimize highway congestion and travel times.**

VDOT's proposal to convert I-66 inside the Beltway into a High-Occupancy/Toll (HOT-3) facility, in both directions, during peak periods only, is the sort of smart, cost-effective, and permanent solution to I-66 traffic congestion that ACST has advocated for the past 15 years. We thank the TPB for repeatedly pushing VDOT to conduct a full, fair, and transparent study leading to a long-term strategic plan for effectively managing the I-66 multimodal corridor, which includes two Metrorail lines, several parallel arterial roadways, two regional bikeways, and serves many commuter buses and carpools. While not perfect or complete, VDOT's one-year I-66 inside the Beltway Multimodal Study was a commendable beginning, especially considering its time and financial constraints, and VDOT wisely directed the project team to refine the study's recommendations into a Supplemental Final Report dated August 2013. We also applaud Virginia Transportation Secretary Aubrey Layne for boldly directing VDOT to implement the study's recommended integrated multimodal packages and, in particular, to expeditiously initiate peak-period congestion pricing on I-66 in both directions.

Public opposition to HOT lanes, especially lanes that were previously toll-free, will require VDOT to conduct rigorous analyses and effective public outreach to demonstrate the wisdom of the proposed HOV-2 to HOT-3 conversion. To be truly effective, **the new HOT hours should at least equal the current eight daily hours of HOV restrictions on I-66 outside the Beltway**, and the toll revenue must pay the capital and operating costs of the many recommended, but still unfunded, multimodal corridor improvements. Notably, VDOT should promptly develop and promote a detailed implementation schedule for the associated multimodal improvements.

We appreciate that VDOT does not currently propose any new widening of I-66 east of Ballston, and that most or all of its proposed I-66 widening may remain within the existing I-66 footprint. Nevertheless, other than to eliminate short bottlenecks and facilitate merging, VDOT's newly proposed I-66 widening would directly undermine the regional objectives of reduced traffic congestion, reduced VMT and carbon emissions, and increased use of public transit and other SOV alternatives, by increasing daily VMT in the regional core by what could exceed 30,000 added daily trips (1,500 vehicles/lane/hour added capacity x 2 lanes x 10). Also, widening I-66 between I-495 and the Dulles Connector Road seems completely unnecessary and could worsen the already awful eastbound merge of I-66 and the Connector Road.

Since the HOT conversion with multimodal improvements and the newly proposed I-66 widening are at cross purposes and have divergent impacts and implementation schedules, **VDOT should divide its new proposal for I-66 inside the Beltway into two distinct CLRP amendments. In addition, VDOT's proposed NEPA study should include a range of alternatives to further widening I-66, including multimodal and operating upgrades to Route 50.**

February 14, 2015

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

**Re: Public Comment on the 2015 CLRP Project Submissions
Errors and Omissions in the Revised I-66 inside the Beltway Project
Description**

I appreciate that, in response to various comments, VDOT has revised its Project Description Forms for its proposed CLRP amendments for both I-66 projects. While VDOT's revised project descriptions dated February 12, 2015 correct several of the errors and omissions I had previously noted, some of my previously expressed concerns remain unaddressed.

In particular, the revised Project Description Forms for both I-66 projects lack the **Congestion Management Documentation Forms**, as directed under **Item 32c**.

In addition, while the estimated project cost for I-66 inside the Beltway has increased considerably to \$350 million, and the plan for developing and implementing various non-roadway multimodal improvements is described in more detail, the extent of the non-roadway improvements is not clearly specified. Since the earlier project description estimated the capital and operating costs of the "refined transit package" at \$35.5 million, it seems that about 90% of the \$350 million estimated project cost is for roadway improvements. Moreover, VDOT's revised project description provides no assurance that the bulk of the non-roadway improvements will be implemented well before 2040. As the I-66 Multimodal Study documented, providing increased travel alternatives in the corridor is essential for the success of the HOT-3 restrictions

Item 30 on the Project Description Form for I-66 inside the Beltway states that potential **environmental mitigation activities** for this project have not been identified. However, widening I-66 eastbound in Arlington County would likely have negative impacts on parkland and trails, noise in adjoining neighborhoods, and wetlands and water quality. Indeed, homeowners in the Westover neighborhood are already complaining about the increase noise from westbound "Spot Improvement #1".

The proposed NEPA study for I-66 inside the Beltway project should not use any currently unbuilt I-66 capacity as the CLRP baseline or "no-build" condition. Instead, this NEPA study should independently determine the purpose and need for each widened I-66 segment; fully, fairly, and openly evaluate all reasonable alternatives to that widening; and adequately avoid, minimize, and mitigate all negative impacts of that widening.

Because the previously identified non-roadway I-66 multimodal improvements can move many times more people than two added I-66 travel lanes for single-occupant vehicles, significant widening of I-66 has not been found necessary and would actually be counterproductive. Instead, the TPB must hold VDOT accountable for actually funding and implementing the promised bus, rail, bicycle, pedestrian, and TDM I-66-corridor improvements.

Sincerely,
Allen Muchnick, president
Arlington Coalition for Sensible Transportation
allenmuchnick@yahoo.com
703-997-6667



02/14/15

Honorable Phil Mendelson, Chair
National Capital Region Transportation Planning Board
777 North Capital Street, N.E. Suite 300
Washington, DC 20002

RE: Comments on 2015 Constrained Long Range Transportation Plan

Dear Chairman Mendelson and Members of the National Capital Region Transportation Planning Board:

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

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

We are encouraged by the significant investments in pedestrian and bicycle infrastructure and Safe Routes to School programs that appear in the CLRP. Specifically, we commend the Transportation Planning Board for the inclusion of a major expansion to the District of Columbia's dedicated bike-lane network in the 2015 CLRP update. This network will create nine additional miles of dedicated bike lanes through the addition of ten new bike lane projects to the existing network. We believe this is a very positive indication of the Transportation Planning Board's recognition of, and support for the rapidly increasing need for multimodal transportation options within the region.

In addition, we have several observations and concerns about the CLRP, addressed below.

The CLRP Performance Analysis Predicts Significant Increases in Walking and Bicycling by 2040

The CLRP Performance Analysis predicts a 49 percent increase in trips by walking and bicycling by 2040, and an even greater increase of 69 percent within activity centers. Walking and bicycling are also the only modes with a significant projected increase in overall mode share by 2040, jumping from 11% to 14% of all trips. Therefore, making further investments in these modes is critical to ensure that pedestrians and bicyclists have safe, convenient routes to reach their destinations all across the region.

Greater Washington DC Safe Routes to School Regional Network
Matthew Colvin, Regional Policy Manager
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Unfortunately, as a total percentage, ***funding for walking and bicycling makes up less than 2% of the CLRP budget.*** Most of the increase in trips by walking and bicycling will come at the expense of car trips, yet roadway expenses still make up the largest percentage of funding in the CLRP. While we acknowledge that the project lists reflect the priorities of local jurisdictions, the TPB could do more to encourage its members to apply for walking and bicycling funding in future rounds.

Investing in Transit Necessitates Greater Investments in Last Mile Connections

The currently approved CLRP includes many new transit projects that will alleviate congestion on the region's roadways and provide people with more travel options. We are building 44 miles of new transit in the next six years alone. Most of the trips to and from transit stations will be by foot or bike, especially in Activity Centers where most household and job growth will occur in the next 26 years. Providing safe and convenient connections between these transit stations and housing, jobs, schools and other services will be critical to generating ridership. Thus, we need to encourage member jurisdictions to make greater investments in pedestrian and bicycle improvements near transit stations, especially near major destinations such as schools. We already see this at many of the new Silver Line stations in Fairfax County, and the Capital Bikeshare program has expanded to many transit stations around the region. TPB member jurisdictions could also more to upgrade existing Metro stations with better pedestrian and bicycle connections, especially in less dense areas and in low-income neighborhoods.

The CLRP Should Be Aligned with the Regional Complete Streets Policy and Local Pedestrian and Bicycle Plans

The TPB passed a Complete Streets Policy in 2012 that encourages greater investments in walking and bicycling. This was an important step toward a truly integrated and multi-modal transportation system. Many local jurisdictions have passed their own policies, and several others are in the process of creating them. The regional policy should be a living and active policy, and we urge TPB to ensure widespread implementation through its funding programs. To implement this policy, the region needs to be investing larger amounts of available funding in pedestrian and bicycle projects, and also encourage member jurisdictions to be apply for them to be included in CLRP and TIP programs.

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

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

Sincerely,

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References:

MWCOG Complete Streets Policy:

<http://www.mwcog.org/uploads/committee-documents/mV1dXI9e20120510092939.pdf>

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