



**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

**PROJECT IMPLEMENTATION WORKING GROUP**  
**Monday, April 13, 2015 9:30am**

**Northern Virginia Transportation Authority**  
**3040 Williams Drive, Suite 200**  
**Fairfax, Virginia 22031**

**AGENDA**

- I. Call to Order/Welcome** Chairman Nohe
- II. Meeting Summary of February 13, 2015, Meeting**  
*Recommended action: Approval [with abstentions  
from those who were not present].*

**Action**

- III. Public Hearing: Analysis of Comments** Mr. Jasper
- IV. Draft NVTA FY2015-16 Two Year Program** Chairman Nohe
- V. Draft Policy for Addressing Delayed NVTA-Funded Projects** Ms. Backmon

**Discussion/Information**

- VI. NVTA Update** Ms. Backmon
- VII. Finance Committee Report** Mr. Longhi
- VIII. FY2017 One Year Program: Preparation** Ms. Backmon

**Adjournment**

- IX. Adjourn**

**Next Meeting: TBD**



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**Monday, February 13, 2015, 9:30 am**  
**Northern Virginia Transportation Authority**  
**3040 Williams Drive, Suite 200**  
**Fairfax, Virginia 22031**

**SUMMARY NOTES**

**I. Call to Order/Welcome**

Chairman Nohe

- Chairman Nohe called the meeting to order at 9:34 am.
- Attendees:
  - **PIWG Members:** Chairman Nohe; Chairman Bulova (Fairfax County); Chairman York (Loudoun County); Chair Hynes (Arlington County); Mayor Parrish (City of Manassas), Council Member Rishell (City of Manassas Park); Rick Canizales, James Davenport (Prince William County); Tom Biesiadny, Karyn Moreland, Ray Johnson (Fairfax County); Bob Brown (Loudoun County); Sarah Crawford (Arlington County); Pierre Holloman (City of Alexandria); Wendy Block Sanford (City of Fairfax); Patrick Moore (City of Manassas); Richard West (Town of Dumfries); Mark Duceman (Town of Herndon); Calvin Grow (Town of Leesburg); Helen Cuervo, Norman Whittaker (VDOT); Kate Mattice, David Koch (NVTC); Doug Allen, Christine Hoeffner (VRE); Cynthia Porter-Johnson (PRTC); Greg Potts (WMATA).
  - **NVTA Staff:** Monica Backmon (Executive Director); Mike Longhi (CFO); Denise Harris (Program Coordinator), Peggy Teal (Finance Specialist), Kala Quintana (PIO), Keith Jasper (Program Coordinator).
  - **Other Staff:** Ellen Posner (Fairfax County); Steve MacIsaac (Arlington County); Angela Horan, Kimberly Bibbee (Prince William County).
  - **Other:** Nancy Hiteshue Smith (Northern Virginia Transportation Alliance); Bob Whitfield (Fairfax County Taxpayers Alliance).

**II. Meeting Summary of January 15, 2015, Meeting**

- Unanimously approved.

**Discussion/Information**

**III. NVTA Update**

Ms. Backmon

- Ms. Monica Backmon informed the group that during the upcoming February 26th NVTa meeting there will be a Virginia Department of Transportation (VDOT) presentation about the I-66 Inside the Beltway Study. She also notified the group that the NVTa annual report for 2014 will be unveiled and will highlight the accomplishments of the Authority since HB2313 was signed.
- Ms. Backmon reminded the group that she is available to present the “Roadshow” at the request of any localities or jurisdictions.
- Preliminary discussions regarding the application of the HB599 process to transit projects are underway, and transit projects are being selected for a pilot test; periodic updates regarding this process will be provided to the group as progress is made.

#### **IV. Finance Committee Report**

Mr. Longhi

- Mr. Longhi reported that revenue estimates for FY2015-16 remain on track. He informed the group that he results of the PIWG meeting will be taken to the Finance Committee Meeting on Friday, February 20, 2015.

#### **V. Draft Policy for addressing delayed NVTa-funded projects**

- Ms. Backmon explained that while NVTa approval of projects in July 2013 was the first step, Standard Project Agreements (SPAs) are still needed to ensure the projects advance. Of the 32 approved FY2014 projects, the Authority has approved 26 SPAs. Project advancement demonstrates good financial stewardship of taxpayer dollars. Ms. Backmon noted that, ideally, the NVTa will approve this policy when the FY2015-16 Two Year Program is approved so that jurisdictions are fully aware of this policy.
- Mr. Jasper outlined three scenarios in which a project may be delayed and the suggested actions to be taken for each:
  - Projects not advancing from approval to the SPA stage would be subject to question after 4 months;
  - Project delays related to procurement/funding issues after an SPA is in place would be questioned 6 months after approval.
  - Changing priorities on the part of the sponsoring entity causing the project not to be advanced would also be addressed after 6 months.
- The group discussed the timeframe of 6 months and most agreed that flexibility is needed in assessing project advancement. Many unavoidable factors such as right-of-way acquisition, utility relocation (especially during storms), VDOT permissions, and procurement were cited as possible unforeseen circumstances that could result in unforeseen delays.

- Chairman Nohe emphasized that showing diligent pursuit is key; he recommended language in the policy that indicates the project will be addressed after 6 months but the progression of the project will be evaluated with discretion and on a case-by-case basis to ensure it is being pursued responsibly.
- Ms. Hynes suggested that the policy statement could also more clearly state that advancing projects using a blend of funds is the goal of the NVTA and that periodic updates to the policy will be made.

## **VI. Draft NVTA FY2015-16 Two Year Program**

Mr. Jasper

- Mr. Jasper provided an overview of changes made to the updated draft NVTA FY2015-16 Two Year Program. Mr. Longhi explained that the funding changed from \$373 million to \$364 million as a result of the potential funding for the TransAction update and the Finance Committee’s goal to set aside funds for future flexibility. He pointed out that the regional revenue funds will only be used for regional projects and programs that support regional projects.
- Mr. Jasper explained that the new bus component of Project 10 (WMATA) was removed due to re-scoping of the project and, therefore, the NVTA score was significantly reduced, taking the project from green to white (still under consideration but no longer a recommended project). This freed up funds, which were reallocated to Project 19: Arlington Ballston Metrorail Station West Entrance and Project 6: Fairfax County Connector Bus Service Expansion – Capital Purchase 22 Buses. While Fairfax County appreciated the inclusion of Project 6, the Fairfax County Project 5: West Ox Bus Garage is needed so that the additional buses have appropriate storage. Therefore, Mr. Tom Biesiadny suggested reallocation of \$20 million from Project 7: Fairfax Innovation Center Metrorail Station Construction to Project 5: Fairfax West Ox Bus Garage.
- Mr. Jasper noted that three dollar-related columns were added to Tables 3 and 4:
  - FY2015-16 Request
  - Project Cost
  - Potential Future Request (to NVTA)
- The Potential Future Request column was added to provide insight regarding potential downstream requests for NVTA funding; however, there could be other revenue streams and some projects are listed as TBD because the future funding is unknown. Chairman Nohe recommended creating an appendix defining “Potential Future Request” to avoid creating unnecessary confusion. Ms. Hynes stated it is important to explain to the general public that these projects span years, there are multiple phases required to achieve completion, and the funds may come from a variety of sources. It was also noted that the project description sheets provide more detailed information for each project and can be referenced for further information regarding project funding.
- In response to Ms. Hynes’ request for some flexibility in considering buses in the future, Chairman Nohe reminded the group that money can be set aside in reserve so

that a particularly important project can be reconsidered at a later time; but the ability to do this may diminish as other projects are considered. Ms. Backmon added that, although the group is currently recommending the draft program for the Authority to release for Public Hearing, it could differ slightly from the program that is approved in April 2015. Ms. Hynes also suggested revision of the description and status for Project 10: WMATA – Bus Infrastructure Improvements.

- Due to the public awareness of the unsafe railroad crossing within the Route 15 widening project, Chairman Nohe recommended acknowledging this project by listing it in the advertisement as a candidate project (not recommended but listed).
- In response to Chairman Nohe’s question regarding how the Ballston Metrorail Station West Entrance project reduces congestion, Ms. Crawford explained that the Ballston Metrorail Station is highly congested in that everyone must funnel into one entrance, which also leads to platform congestion. The proposed new entrance will be 0.2 miles to the west of the existing entrance, which is located east of the station. Adding a second entrance at the opposite end will allow people to spread across entrances, reducing platform congestion and train dwell times (increases throughput and reliability), and also providing an alternate egress in the event of an emergency. Adding this entrance also allows easier access and more bus stop space for long distance commute bus services, which will be highly beneficial considering its proximity to Route I-66. Over time, the new entrance will support transit-oriented development west of Glebe Road.

**Requested revisions to the draft NVT A FY2015-16 Two Year Program:**

- **Mass Transit projects:**
  - Reduce the funding for Project 7 – Fairfax County Innovation Center Metrorail Station Construction from \$48 to \$28 million and reallocate this \$20 million in funds to Project 5 – Fairfax West Ox Bus Garage
  - Reduce the funding for Project X – Fairfax Connector Buses from \$11 million to \$6 million
  - Add Project 3 – City of Fairfax CUE 35-Foot Bus Acquisition (\$3 million)
  - Add Project 14 – Manassas Park VRE Station Parking Expansion Study (\$500,000)
  - Add Project 17 – VRE Crystal City Platform Extension Study (\$400,000)
- Net reduction \$1.1 million
- **Highway projects:**
  - Increase the funding for Project 32 – Manassas Route 28 (Manassas Bypass) Study - Godwin Drive Extension from \$500,000 to \$2.5 million
  - Add Project 30 – Fairfax VA Route 28 Widening (PWC Line to Route 29) (\$5 million)
- Net increase \$7.0 million
- **Total increase: \$5.9 million (Mass Transit and Highway projects)**

- In addition to funding, the following changes were requested:
  - Change Project 29 Prince William Route 15 Widening from ‘not recommended’ to ‘candidate’ for the Public Hearing
  - Adjust the HB599 rating for Project 6 – Fairfax Frontier Drive Extension and Braided Ramps to reflect a revision made by VDOT
- The PIWG unanimously approved these changes.

**VII. Public Hearing Preparations**

Ms. Quintana

- Ms. Quintana provided an overview of the advertising materials and logistics for the Public Hearing scheduled for March 25, 2015. In order to accommodate the 30-day comment period and the NVTAs deadlines, she recommended all materials be available to the public by March 11, 2015; this will also allow citizens to prepare for the Public Hearing. She also encouraged jurisdictions to hold their own town hall meetings to highlight projects most important to their localities. The dates and times of these meetings can be advertised and promoted along with the Public Hearing if this information is provided to Ms. Quintana within the next couple of weeks.
- Suggestions from the group included adding a snow date to the flyer; adjusting the Public Hearing times at least one half-hour later so that citizens can more easily attend; providing a shuttle from Dunn Loring to the Public Hearing; and advertising in “The Express” and posting advertisements on the buses for more public awareness.

**Adjournment**

**VIII. Adjourn**

- The meeting adjourned at 11:12 a.m.
- The next PIWG meeting was scheduled for 9:30 a.m. on Monday, April 13, 2015 at NVTAs

# NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

## FY2015-16 Two Year Program: Supporting Documentation

### I. Introduction

This note summarizes the overall approach to project selection for NVTA's FY2015-16 Two Year Program, and highlights why individual projects were classified as 'recommended' or 'candidate.'

### II. Overall Approach to Project Selection<sup>1</sup>

NVTA's overall approach was utilized for the FY2014 Program which was found by the court to comply with statutory requirements, and then added HB 599. The approach uses three types of screening.

- Preliminary Screening: this is a pass/fail filter. Each project must pass all applicable criteria to be considered for funding.
- Detailed Screening: projects that pass Preliminary Screening are then evaluated in more detail using a combination of quantitative and qualitative criteria in parallel:
  - Quantitative Score: a composite score is calculated for each project, using weighted selection criteria. Eleven selection criteria are used, based on criteria from the TransAction 2040 long range transportation plan; the FY2014 project selection methodology, and (for highway projects only) the legislatively required HB599 (2012) Evaluation and Rating Study.<sup>2</sup>
  - Qualitative Considerations: projects are assessed using qualitative factors and considerations that do not lend themselves to be scored quantitatively.<sup>3</sup>

This approach favors projects that offer the potential to deliver a high degree of congestion relief sooner rather than later.

### III. HB599 Evaluation and Rating Study

The final HB599 rating for each highway project was used by NVTA as the major criterion (representing congestion reduction), and was weighted highest of all eleven selection criteria used by NVTA to determine each project's quantitative score. The HB599 rating itself is a composite of seven different measures, encompassing

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<sup>1</sup> A more comprehensive description of the project selection process is posted on NVTA's website: <http://www.thenovaauthority.org/Documents/NVTA%20FY2015-16%20project%20selection%20process%20012515.pdf>

<sup>2</sup> Congestion reduction, project readiness (two criteria), urgency, reduction of vehicle miles traveled, safety, connection of activity centers, regional connectivity/modal integration, improved bike/pedestrian options, management/operations, and cost sharing.

<sup>3</sup> Congestion reduction relative to cost, continuity of project funding, cost sharing, geographic balance, modal balance, and any additional information not taken into account elsewhere.

congestion (three measures), transit (two measures), accessibility (one measure), and emergency evacuation (one measure).

The definition of each project was based on information provided by the project sponsor to the VDOT consultant team, which then determined the HB599 ratings. The HB599 ratings were calculated assuming the projects were fully operational in each of the evaluation years – 2020 and 2040 – regardless of the current status of the project (study, design, right of way acquisition, etc.) The HB599 study was not required to take into account factors such as project cost, environmental impacts, or funding availability. These factors are considered to some extent as part of NVTA’s project selection process.

#### **IV. Project Classification**

NVTA’s Project Implementation Working Group (PIWG) used the overall approach to project selection described above to classify projects as either ‘recommended’ or ‘candidate.’ Recommended projects are generally those with the highest NVTA scores and, if approved by NVTA, will be funded to the extent requested using NVTA’s regional revenues for FY2015-16. The remaining projects are classified as candidate projects because they may still be funded subject to the discretion of NVTA and the availability of sufficient funds.

NVTA held a Public Hearing on March 25, 2015<sup>4</sup> to present its draft FY2015-16 Two Year Program, comprising 44 regional projects:

- 27 highway projects, comprising 18 recommended and 9 candidate projects (see Table 1)
- 17 mass transit projects, comprising 16 recommended and 1 candidate projects (see Table 2)

#### **V. Highway Projects (Table 1)**

The 18 recommended projects are highlighted in yellow, including 16 projects with the highest NVTA scores. Two additional projects were recommended:

- Project 1P<sup>5</sup> was recommended as it had been previously approved in NVTA’s FY2014 Program.
- Project 3K<sup>6</sup> was recommended because it has the highest HB599 rating among the candidate projects. It also offers the potential for congestion relief ahead of the findings of recommended Project 3H<sup>7</sup>.

If approved, eleven of the recommended highway projects will use NVTA funds to reach the construction phase, and another will use NVTA funds for right of way acquisition.

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<sup>4</sup> A public comment period was open from March 11 thru April 12, 2015

<sup>5</sup> Project 1P (Town of Leesburg) Route 15 Bypass at Edwards Ferry Road Interchange

<sup>6</sup> Project 3K (Fairfax County) VA Route 28 Widening (Prince William County Line to Route 29

<sup>7</sup> Project 3H (City of Manassas) Route 28 (Manassas Bypass) Study Godwin Drive Extension

Although Project 6Q<sup>8</sup> would also use NVTA funds to reach the construction phase, it was not recommended because of its \$96 million funding request and low HB599 rating. The eight remaining candidate projects are all in the Study/PE phase. Even though these candidate projects have higher HB599 ratings than some of the recommended projects, the latter will be able to deliver congestion relief sooner because they are at a more advanced phase.

It is noted that the HB599 rating is in part related to the geographic impact of the project – intersection/interchange improvements have smaller impact areas than corridor improvements. Project 6I<sup>9</sup> has an HB599 rating of 0.2, but will nonetheless benefit users of Routes 29/50 and 123 in the City of Fairfax. Also, this project was previously approved in NVTA’s FY2014 Program.

#### **VI. Mass Transit Projects (Table 2)**

VII. For the draft FY2015-16 Two Year Program, the mass transit projects were not required to be evaluated by the HB599 process. Consequently, the highway and mass transit projects were evaluated on a slightly different basis and their NVTA scores are not directly comparable.

The 16 recommended projects are highlighted in yellow, including 15 projects with the highest NVTA scores. One additional project was recommended:

- Project 8X<sup>10</sup> was recommended as it has a low funding request of \$400,000.

If approved, eight of the recommended mass transit projects will use NVTA funds to reach the construction phase, three projects will use NVTA funds to reach the final design phase, and three projects will use NVTA funds for acquisition of new buses. Although Project 9N<sup>11</sup> would also use NVTA funds to reach the construction phase, it was not recommended because of its low NVTA score.

#### **VIII. Future Funding Programs**

Any projects that are not funded using NVTA’s regional revenues for FY2015-16 will be eligible to be submitted for NVTA’s upcoming FY2017 One Year Program, provided they have an HB599 rating.<sup>12</sup>

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<sup>8</sup> Project 6Q (Prince William County) Route 15 Widening (Route 29 to Route 55)

<sup>9</sup> Project 6I (City of Fairfax) Northfax intersection and drainage improvements at Route 29/50 and Route 123

<sup>10</sup> Project 8X (VRE) Crystal City Platform Extension Study

<sup>11</sup> Project 9N (WMATA) Bus Infrastructure Improvements

<sup>12</sup> The Call for Projects for FY2017 is tentatively scheduled for the latter half of 2015.

**Table 1: 27 Recommended and Candidate Highway Projects for the draft NVTA FY2015-16 Two Year Program**

Project	Agency	Project Description	FY2015-16 Request	Project Cost	Phase Funded	NVTA Score	HB599 Rating
2C	Loudoun	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd.	\$31,000,000	\$ 51,000,000	Construction	64.0	30.6
3H	Manassas	Route 28 (Manassas Bypass) Study - Godwin Drive Extension	\$ 2,500,000	\$ 2,500,000	Study/PE	55.3	29.3
5B	Fairfax	Fairfax County Parkway Improvements (Study)	\$10,000,000	\$396,100,000	Study/PE	54.3	88.5
9F	Arlington	Glebe Road Corridor Intelligent Transportation System (ITS) Improvements	\$ 2,000,000	\$ 2,000,000	Construction	53.0	8.6
6H	City of Fairfax	Kamp Washington Intersection Improvements	\$ 1,000,000	\$ 9,800,000	Construction	52.9	3.5
8P	Prince William	Route 1 Widening from Featherstone Road to Marys Way	\$49,400,000	\$ 52,400,000	Construction	52.1	10.8
6I	City of Fairfax	Northfax - Intersection and drainage improvements at Route 29/50 and Route 123	\$10,000,000	\$ 25,000,000	Construction	51.7	0.2
9G	Arlington	Route 244 Columbia Pike Street Improvements (S. Gate Road to the Pentagon)	\$10,000,000	\$ 82,500,000	Construction	51.6	9.2
1L	Leesburg	Route 7 (East Market Street)/Battlefield Parkway Interchange	\$13,000,000	\$ 58,000,000	Final Design	50.6	1.8
1M	Fairfax	Route 7 Widening – Dulles Toll Road Bridge	\$13,900,000	\$ 34,400,000	Construction	49.9	4.6
3I	Manassas	Route 28 Widening South to the City Limits	\$ 3,294,000	\$ 12,847,000	Construction	49.7	8.7
2D	Loudoun	Belmont Ridge Road (VA Route 659)- Turo Parish Road to Croson Ln	\$19,500,000	\$ 35,863,000	Construction	49.4	3.0
6J	City of Fairfax	Jermantown / Route 50 Roadway Improvements	\$ 1,000,000	\$ 6,500,000	Construction	48.8	1.3
3J	Prince William	Route 28 Widening from Route 234 Bypass to Linton Hall Road	\$16,700,000	\$ 16,700,000	Construction	48.0	8.7
8Q	Dumfries	Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road)	\$ 6,900,000	\$ 82,500,000	Study/PE	45.1	14.6
1N	Herndon	East Elden Street Improvements & Widening Project (UPC 50100)	\$10,400,000	\$ 30,902,000	ROW	45.1	0.3
6Q	Prince William	Route 15 Widening (Route 29 to Route 55), including RR Overpass	\$96,030,000	\$ 96,030,000	Construction	40.2	0.5
8R	Fairfax	Frontier Drive Extension & Braided Ramps	\$ 9,000,000	\$84,500,000	Study/PE	39.2	2.6
9H	Fairfax	Braddock Road HOV Widening	\$10,000,000	\$63,000,000	Study/PE	39.0	6.8
1P	Leesburg	Route 15 Bypass at Edwards Ferry Road Interchange	\$ 1,000,000	\$50,000,000	Study/PE	39.0	1.9
9I	Alexandria	Real-Time Adaptive Traffic Control and Data Management System (Study)	\$ 500,000	\$16,500,000	Study/PE	34.9	4.6
3K	Fairfax	VA Route 28 Widening (Prince William County Line to Route 29)	\$ 5,000,000	\$47,350,000	Study/PE	34.4	17.3
5C	Fairfax	Rolling Road Widening from Old Keene Mill Road to Franconia Springfield Pkwy	\$10,000,000	\$35,200,000	Study/PE	32.7	12.5
7B	Fairfax	South Van Dorn Street and Franconia Road Interchange	\$ 4,000,000	\$139,500,000	Study/PE	31.1	3.1
8S	Fairfax	US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road)	\$13,500,000	\$90,000,000	Study/PE	29.2	12.0
6K	Fairfax	US 29 Lee Highway (from west of Union Mill Road to Buckley's Gate Drive)	\$ 3,500,000	\$41,000,000	Study/PE	28.3	9.3
3L	Fairfax	Frying Pan Road (VA 28 to Centreville Road)	\$ 6,150,000	\$41,000,000	Study/PE	25.9	2.7

Note: Projects highlighted yellow are recommended (Phase: Construction, ROW, Final Design, Study/PE)

**Table 2: 17 Recommended and Candidate Transit Projects for the draft NVTA FY2015-16 Two Year Program**

Project	Agency	Project Description	FY2015-16 Request	Project Cost	Phase Funded	NVTA Score
9J	Alexandria	West End Transitway	\$ 2,400,000	\$129,000,000	Final Design	88.3
8T	Alexandria	Potomac Yard Metrorail Station	\$ 1,500,000	\$287,484,000	Final Design	83.3
6L	WMATA	8-Car Train Traction Power Upgrades Located in Virginia	\$ 8,995,000	\$424,811,000	Construction	83.3
6M	PRTC	Western Bus Maintenance and Storage Facility	\$ 16,500,000	\$ 38,688,050	Construction	80.0
1Q	Fairfax	Innovation Center Metrorail Station Construction	\$28,000,000	\$ 89,000,000	Construction	76.7
1R	Loudoun	Acquisition of 4 Buses	\$ 1,860,000	\$ 1,860,000	Bus Purchase	71.7
6N	Arlington	Ballston Metrorail Station West Entrance	\$12,000,000	\$ 90,000,000	Final Design	70.0
7C	Alexandria	Duke Street Transit Signal Priority	\$ 190,000	\$ 250,000	Construction	68.3
8U	VRE	Franconia-Springfield Platform Expansion	\$ 13,000,000	\$ 13,000,000	Construction	68.3
8V	VRE	Rippon Station Expansion and Second Platform	\$10,000,000	\$ 14,633,000	Construction	68.3
9K	Fairfax	Connector Bus Service Expansion – Capital Purchase 22 Buses	\$6,000,000	\$ 11,000,000	Bus Purchase	66.7
9L	City of Fairfax	CUE 35-foot Bus Acquisition	\$ 3,000,000	\$ 3,000,000	Bus Purchase	63.3
6P	VRE	Manassas Park Station Parking Expansion	\$ 500,000	\$ 19,000,000	Study/PE	63.3
9M	Fairfax	West Ox Bus Garage	\$20,000,000	\$ 20,000,000	Construction	61.7
8W	VRE	Slaters Lane Crossover	\$ 7,000,000	\$ 7,000,000	Construction	61.7
9N	WMATA	Bus Infrastructure Improvements	\$10,000,000	\$ 66,400,000	Construction	53.3
8X	VRE	Crystal City Platform Extension Study	\$ 400,000	\$ 2,000,000	Study/PE	43.3

Note: Projects highlighted yellow are recommended (Phase: Construction, Bus Purchase, Final Design, Study/PE)

# NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

## Project Implementation Working Group

### Draft FY2015-16 Two Year Program: Overview of Comments

(Thru 5:00 pm, 4/11)

#### I. Background

The Public Hearing was held on March 25, 2015. The Public Hearing was attended by 15 Authority members. Testimony was submitted by 21 speakers. The Public Hearing was video-taped and can be downloaded from the NVTA website.

In addition to the Public Hearing, the following Town Hall meetings were hosted by member jurisdictions:

- Prince William County, including the Cities of Manassas and Manassas Park (March 18<sup>th</sup>);
- City of Alexandria (March 18<sup>th</sup>);
- City of Fairfax (March 24<sup>th</sup>);
- Arlington County (March 30<sup>th</sup>); and
- Fairfax County (March 31<sup>st</sup>).

The public comment period opened on March 11<sup>th</sup>, and closed on April 12<sup>th</sup>.

This document provides an overview of the comments for review by the NVTA Project Implementation Working Group (PIWG) at its meeting on April 13, 2015.

#### II. Comments Received

Comments were combined into a single database, incorporating testimony submitted at the Public Hearing, feedback from jurisdictional Town Hall meetings, comments submitted online to NVTA's dedicated email account for the FY2015-16 Two Year Program, and a hand-delivered petition.

Collectively, these comments represent 221 items in the database. The petition, signed by 467 individuals, was incorporated as a single item.

All comments will be posted on the NVTA website prior to the Authority meeting on April 23, 2015.

### III. Overview of Comments

This overview is structured into three components:

- Comments exclusively related to Project 8S in Fairfax County<sup>1</sup> – 117 comments, including the 467-signature petition as a single comment;
- Comments related to multiple projects, including Project 8S – 53 comments; and
- Comments unrelated to Project 8S – 51 comments.

The following sections address each of the above components. Inevitably, an overview of this nature cannot address each of the 221 comments. PIWG members are encouraged to review the database of comments to obtain the most comprehensive understanding of comments received.

### IV. Comments exclusively related to Project 8S

The comments provide strong support for addition of this ‘candidate’ project to the ‘recommended’ project list. Typical of the comments received is the following:

“I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons:

- It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief
- Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion
- Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance
- Richmond Highway does not have any dedicated bicycle lanes to support cyclists.

Please fund the much-needed Richmond Highway/Route 1 transportation project.”

Some respondents added that improvements to Route 1 would support economic development and revitalization in this part of Fairfax County. This project was a major topic at the well-attended Town Hall meeting. As mentioned above, this project is supported by a 467-signature petition.

### V. Comments related to multiple projects, including Project 8S

In addition to the exclusive comments in support of Project 8S, 53 comments included support for this project among others. Of these, 41 comments were from the realtor industry. Typical of the comments received is the following:

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<sup>1</sup> Project 8S: US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road)

“As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

- Route 28 and Route 1 Widening;
- Route 28 Bypass Study;
- Fairfax County Parkway Improvements Study;
- Loudoun County Parkway Extension to U.S. 50;
- 8-Car Metro Train Capacity Upgrades;
- Connector Bus Service Expansion; and
- Metro Station Construction at Innovation Center and Potomac Yard.

Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.”

Other business-related associations supported some or all of the above projects.

## **VI. Comments unrelated to Project 8S**

51 comments were received that were unrelated to Project 8S. This included general and specific support for recommended transit projects, particularly:

- Ballston Metrorail Station West Entrance;
- West End Transitway; and
- Potomac Yard Metrorail Station.

Other recommended projects supported included:

- East Elden Street Widening;
- Northfax – Intersection and drainage improvements at Route 29/50 and Route 123;
- Route 7 Widening – Dulles Toll Road Bridge; and
- Columbia Pike Street Improvements.

Candidate projects supported included:

- Rolling Road Widening; and
- Frontier Drive.

Approximately six comments were transportation-related but did not comment on the list of recommended and candidate projects, but did make other suggestions for transportation improvements.

## **VII. Process-related comments**

In addition to project-related comments, some responses addressed NVRTA's project selection process, expressing both support and concern. Two recommended projects were identified in some responses for consideration not to be funded, primarily due to their low HB 599 ratings:

- East Elden Street Widening; and
- Northfax – Intersection and drainage improvements at Route 29/50 and Route 123.

Several comments noted that the Authority should not allocate all available funds, and should instead reserve some funds for future project funding requests.

DRAFT

# NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

## Project Implementation Working Group

### Draft FY2015-16 Two Year Program: Overview of Comments

(Addendum Thru 4/12)

#### I. Additional Comments

This overview is structured into three components:

- Comments exclusively related to Project 8S in Fairfax County<sup>1</sup> – 3 additional comments, total **120 comments**, including the 467-signature petition as a single comment;
- Comments related to multiple projects, including Project 8S – **53 comments**; and
- Comments unrelated to Project 8S – 2 additional comments, total **53 comments**.
- **Total – 226 comments.**

#### II. Comments not included in Database handout

This overview is structured into three components:

- Comments exclusively related to Project 8S in Fairfax County:
  - Catherine Cross;
  - Skaiste Rojute Leclair;
  - Ellen Young.
- Comments related to multiple projects, including Project 8S
  - Northern Virginia Transportation Coalition.
- Comments unrelated to Project 8S:
  - Bluemont Civic Association;
  - Kate Mattos.

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<sup>1</sup> Project 8S: US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road

**Comments related to Project 8S**

<b>Draft FY2015-16 Two Year Program</b>					
<b>Public Comments March 11, 2015 - April 12, 2015</b>					
<b>Num</b>	<b>Comment</b>	<b>Project Name</b>	<b>Comment Type</b>	<b>Comment By</b>	<b>Summarized Comment</b>
003	I strongly support the funding of improvements and widening of Richmond Highway in Fairfax County. I am Vice President of the board of directors of the Southeast Fairfax Development Corporation, a public private partnership between Fairfax County, land owners, citizens and businesses of the corridor who are focused on redevelopment and revitalization of the land use and transportation improvement and new options of corridor. Richmond Highway is not a local arterial it is an inter county, inter city arterial as it ties Prince William County through Fairfax County to Alexandria, Arlington and the District of Columbia job centers and it supports a large residential and commercial land area along its route. The corridor is a mash of 4 lanes going to 6 lanes and back to 4 lanes and largely without sidewalks. This is a disgrace and needs to be corrected as soon as possible.	Route 1 projects	Project	John Thillmann	Supports improvements and widening of Richmond Highway in Fairfax.
005	I will be unable to attend the meeting this Saturday, however, I would like to see number 85 "Fairfax US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road) \$13,500,000 \$90,000,000 TBD 29.2 12.0" moved into the recommended column.	Fairfax US 1 Richmond Highway	Project	Katy Fike	Supports project.
007	Project 8P has a lower HB599 rating of 10.8 than Project 8S of 12.5 and should take the place of 8P since this is the only missing link between the 6 lane segment North to the Beltway and 6 lane segment now under construction through Fort Belvoir. The lack of funding for segment 8S in between is holding up the revitalization of the Rt. 1 Corridor in Fairfax County. The revitalization of this segment of Rt. 1 has been a recommendation on the Fairfax County Transportation Master Plan for over 20 years when final construction plans were put on hold to allow a study through Prince William County. The funding request of \$13.5 million for 8S is needed to start updating prior plans for the planned 6 lanes between the existing 6 lanes to the north and 6 lanes currently being constructed on the segment through Fort Belvoir.	Fairfax Route 1 widening	Project	Earl Flanagan	Supports project.
009	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief •Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion •Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance •Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Aaron G Volbrecht	Supports project.
010	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Rachel Dillensnyder	Supports project.
011	Please move Richmond Highway widening project up among the highest priority. The highway is in disarray. There will be six lanes from Telegraph RD to Jeff Todd Way and then four lanes to Napper Rd (across from Costco) and then back to six lanes up to the beltway. This is totally unacceptable. Please make it happen soon. Congestion and safety issues abound. Richmond Highway should be the focal point for all new happenings along the highway – it is a bastion of prospective redevelopment and revitalization for Fairfax County.	Fairfax US 1 Richmond Highway	Project	Richard Knapp	Supports project.
012	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Allen R Hodgkins III	Supports project.
013	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	J. Corbin	Supports project.
014	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road: • It is heavily trafficked from both local and through traffic and desperately needs congestion relief; • Fort Belvoir is planning to bring on base another 30,000 people by 2030, further worsening traffic congestion; • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Stephen K. Keat	Supports project.
015	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Charles Britt	Supports project.

## Comments related to Project 8S

016	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Tina M. Claffin	Supports project.
017	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Yolanda Trotter	Supports project.
018	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Robbyn Umland	Supports project.
019	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Catherine Voorhees	Supports project.
020	I am David Voorhees, a resident of the Mount Vernon District and Chairman of the Mount Vernon Council of Citizens' Associations Budget and Finance Committee. I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Improving US 1 from Mount Vernon Memorial Highway to Napper Road will facilitate attracting quality commercial businesses to this portion of US 1 and thereby improve the tax base for Fairfax County and improve the quality of life for residents of this area. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	David Voorhees	Supports project.
021	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Stephen Markman	Supports project.
022	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Robbyn Umland	Supports project.
023	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Jerry Zhao	Supports project.
024	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Jenny Jin	Supports project.
025	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Jeremy Rissi	Supports project.
026	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is an extremely heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and, as I often see when driving on Rt 1, jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	John A Tolleris	Supports project.

### Comments related to Project 8S

028	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Chris Hamilton	Supports project.
029	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Johan De Leede	Supports project.
030	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Elisabeth De Leede	Supports project.
031	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Corey Sherrill	Supports project.
033	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Charlotte Knipling	Supports project.
034	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • Despite being one of the oldest roadways in the county, improvements for this road have been slow in coming. This has created a congested roadway, with far too many distressed properties and traffic congestion. • It is a heavily trafficked roadway—both local and through traffic— • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Mike Frost	Supports project.
035	I am writing to voice my support of Project 8S: US1/Richmond Highway. This is a top level, priority project for the future growth of our county. It feeds one of the major economic engines of our county and the highway is woefully deficient. Please make this your number one priority.	Fairfax US 1 Richmond Highway	Project	John Speight	Supports project.
036	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Janet N Cole	Supports project.
038	As someone who commutes along Richmond Highway daily from Lorton to Sherwood Hall Lane, I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief; • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion; • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance; I have had to dodge jaywalkers on several occasions; • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Christine A. Morin	Supports project.
039	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Sharon Brumleve	Supports project.
040	I understand that you are holding public hearings and considering possible transportation initiatives. Although I do not use Route 1 daily, it is crystal clear to me and thousands of others in the eastern part of Fairfax County that Route 1 is a priority that must be addressed. It serves so many purposes, including access to the Fort Belvoir area, and serving as an alternative to I-95 wherever the two roads run parallel. I am certain that you have limited funds and are balancing priorities and alternatives, but Route 1 is lost in the 1960's and needs help. It is time to act now, so we can have a rejuvenated Route 1 in a few years when it will be needed even more than it is needed now. Please do what you can to move the Route 1 improvements forward.	Fairfax US 1 Richmond Highway	Project	Mark S. Levinstein	Supports project.
041	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Carole Harman	Supports project.
042	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Frances Peterson	Supports project.

## Comments related to Project 8S

044	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Jessica Kaplan	Supports project.
045	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Brian Agreeen	Supports project.
046	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Susan K. Hamon	Supports project.
047	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Don Hamlin	Supports project.
048	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Debra McCullough	Supports project.
051	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Marcia	Supports project.
052	As a 40+ year resident of Mt. Vernon, me and my neighbors know only too well how vitally important redevelopment of the area is to it's future. Redevelopment won't occur until our serious transportation issues are successfully solved, and project 8S is an essential start to that process. Please approve 8S as part of the current process.	Fairfax US 1 Richmond Highway	Project	Winston doCarmo	Supports project.
053	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project		Supports project.
054	Recommend support for Project 8S.	Fairfax US 1 Richmond Highway	Project	Frank J. Cihak	Supports project.
056	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Frances E. Greer, Jr.	Supports project.
057	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Michael Brownell	Supports project.
058	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Craig Caldwell	Supports project.
060	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Donald Trilling	Supports project.
062	As long-time residents of Southeaster Fairfax County, my husband and I urge you to invest regional highway funds to widen Richmond Highway from four to six lanes from Hybla Valley to Woodlawn. The current traffic situation hinders local residents, causes air pollution, and negatively affects the quality of life. The traffic will only get worse as more and more functions are added to Fort Belvoir. The BRACA task force did not consult with the local communities when they moved thousands of personnel to the Fort. Now, we must deal with the terrible traffic jams the have resulted from this move, and the best way to do that is to widen the existing highway.	Fairfax US 1 Richmond Highway	Project	Mary Ann V. Gamble	Supports project.

### Comments related to Project 8S

064	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Soraya Bambha	Supports project.
065	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	William J. Byrne	Supports project.
066	Project 8S: Richmond Highway. This project is vital to the future economic development of this area. As a business owner, non-profit volunteer supporting schools and taxpayer I would like to see our tax dollars used for our community not always communities out west.	Fairfax US 1 Richmond Highway	Project	Diane Moery	Supports project.
067	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	John Pasour	Supports project.
068	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Hank Kim	Supports project.
069	I consider the proposed widening of Richmond Highway from the Beltway to Fort Belvoir to be essential for the well-being and inevitable growth of this area of eastern Fairfax County – and, by extension, for the benefit of the entire county and Northern Virginia. I ask you full support for this project.	Fairfax US 1 Richmond Highway	Project	Marvin E Burge	Supports project.
072	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • <b>It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief</b> • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Angie Maniglia Turner	Supports project.
073	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	David McAuley	Supports project.
074	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Daniel Johnson	Supports project.
075	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Jeff Oakley	Supports project.
076	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Robyn koelsch	Supports project.
077	On behalf of the Wessynton Homes Association and our 156 homeowners, I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Chris Revere	Supports project.
078	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Bruce Snow	Supports project.
079	I will not be able to attend the meeting on March 31 but I wanted to express my strong support for the widening of Route 1 from Hybla Valley to Woodlawn. We have lived in the area for over 20 years and have seen the traffic congestion get worse each year. The expansion of Fort Belvoir has traffic it dramatically. The widening is also important to redevelopment efforts which have shown great success in recent years. The highway is used by nearly all Mount Vernon residents for shopping, and by thousands of others for commuting. It is about the only viable alternative to I-95 if there is a blockage for any reason. It is the key transportation link in the southern part of the county and must be improved as soon as possible.	Fairfax US 1 Richmond Highway	Project	Kenneth Roberts	Supports project.

### Comments related to Project 8S

080	Ladies & Gentlemen, multiple times since 1984, you have promised to improve Route 1, from Alexandria to Fort Belvoir. The north half of the distance was upgraded very well, but the remaining half has been dragging for over thirty years. Please keep your promises to include highway widening, storm sewer connections, turn lanes and pedestrian safety, among other needs. As residents, US-1 users and tax payers, we have waited far too long.	Fairfax US 1 Richmond Highway	Project	William L. Foust	Supports project.
081	I have been involved with this project for over a year now. I address the same issues each time and each time the next phase is published without addressing the basic problem with the entire Route 1 Multimodal study and the resulting projects. As I reviewed the project listing, again, I see the exact same problems I have brought up every time and never heard/read or seen addressed. The projects are being funded and completed from south to north and the traffic problems are the exact opposite. As you progress north up route 1 the traffic gets heavier and heavier. By expanding from the south to the north, it will create many problems and cost significantly more. The property values will rise as the ability to live farther out is facilitated by the proposed expansions. When it comes time to do the northern section expansion, the ROW costs will be significantly higher than they are now and are forecasted to be in the studies I have seen. Additionally, the proposed plan does not even address the expected northern section traffic flow in the years before the expansions are complete. The proposed metro expansion from Huntington to Hybla Valley should be the first route 1 expansion completed. Only this expansion will actually address the expected traffic flow and remove vehicles from the roadway. Just like 95S's expansion. By the time the widening is completed, it will have fixed yesterday's problem tomorrow and not address the future increases in traffic along the route 1 corridor. I again, highly suggest that any widening of route 1 be completed as part of the metro expansion, starting from the north and working south to alleviate the actual traffic problem and complete the ROW for the entire project before the property values make the northern segment expansions financially impossible. I will be at the meeting on 31 Mar in the South County Government Center to raise all these concerns in person. Again.	N/A	General	Bill "Dollar" Brinley	Suggests Route 1 needs different alternatives.
082	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Pam and Anil Nachnani	Supports project.
083	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Jason Kane	Supports project.
084	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance. & better communication about the hazards of jay walking should be discriminated into the community along route 1 such as wearing dark clothes at night. • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Sheina Waddell	Supports project.
085	See pdf p 16 - 17	Fairfax US 1 Richmond Highway	Project	Mount Vernon - Lee Chamber of Commerce	Supports project.
086	Please include funding for widening US 1 Richmond Highway in the NVTA 2015-2016 Two Year Program. This road is a regionally significant transportation corridor and is in immediate need of widening from Mt. Vernon Memorial Highway to Napper Road. Widening will make US 1 Richmond Highway a consistent three lane width throughout Fairfax County and bring many benefits to our community and the region as a result. More economic growth is occurring in this part of Fairfax County than other region and funding for US 1 Richmond Highway is needed now to provide congestion relief and regional connectivity.	Fairfax US 1 Richmond Highway	Project	Holly Dougherty	Supports project.
087	Please include funding for widening US 1 Richmond Highway in the NVTA 2015-2016 Two Year Program. This road is a regionally significant transportation corridor and is in immediate need of widening from Mt. Vernon Memorial Highway to Napper Road. Widening will make US 1 Richmond Highway a consistent three lane width throughout Fairfax County and bring many benefits to our community and the region as a result. More economic growth is occurring in this part of Fairfax County than other region and funding for US 1 Richmond Highway is needed now to provide congestion relief and regional connectivity.	Fairfax US 1 Richmond Highway	Project	Chetan Patel	Supports project.
088	Please include funding for widening US 1 Richmond Highway in the NVTA 2015-2016 Two Year Program. This road is a regionally significant transportation corridor and is in immediate need of widening from Mt. Vernon Memorial Highway to Napper Road. Widening will make US 1 Richmond Highway a consistent three lane width throughout Fairfax County and bring many benefits to our community and the region as a result. More economic growth is occurring in this part of Fairfax County than other region and funding for US 1 Richmond Highway is needed now to provide congestion relief and regional connectivity.	Fairfax US 1 Richmond Highway	Project	Damon Hinshaw	Supports project.
089	Fund Project 8S: US 1/ Richmond Highway. Please use regional funds for this project.	Fairfax US 1 Richmond Highway	Project	mhe83	Supports project.
090	Please include funding for widening US 1 Richmond Highway in the NVTA 2015-2016 Two Year Program. This road is a regionally significant transportation corridor and is in immediate need of widening from Mt. Vernon Memorial Highway to Napper Road. Widening will make US 1 Richmond Highway a consistent three lane width throughout Fairfax County and bring many benefits to our community and the region as a result. More economic growth is occurring in this part of Fairfax County than other region and funding for US 1 Richmond Highway is needed now to provide congestion relief and regional connectivity.	Fairfax US 1 Richmond Highway	Project	Peggy Hinshaw	Supports project.
092	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Whitney Stohr	Supports project.
093	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Whitney Stohr	Supports project.

### Comments related to Project 8S

094	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Mauricio Lainez	Supports project.
095	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Tom Schrichte	Supports project.
096	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	JANSEN EVANS	Supports project.
097	Many years ago when Joe Alexander was in office as supervisor for this area the money to widen Rt. 1 from 235 down to Woodlawn was taken to put in the Springfield Metro. It has never been replaced. All other areas of Rt. 1 have been widened and this area just bottles up. We need those lanes widened so traffic will flow evenly all the way down Rt. 1 from the Beltway to Lorton. Especially since the Cosco store went in traffic is frequently backed up all the way up the hill to the Groveton area. This bottleneck is really bad when emergency vehicles need to get through. For everyone's safety we need this area widened so it is even with the rest of Rt. 1. With all of the new housing going in along the Rt. 1 corridor traffic is only going to get worse. Widening the section will be of great benefit for the area and renew a promise made long ago.	Fairfax US 1 Richmond Highway	Project	Mary Elizabeth and Thomas Castles	Supports project.
098	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for up to 56,000 workers to be on the installation's main post and northern area by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Mary Elizabeth and Thomas Castles	Supports project.
099	Please support Project 8S.	Fairfax US 1 Richmond Highway	Project	Bob Kuletz	Supports project.
100	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for up to 56,000 workers to be on the installation's main post and northern area by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Y Trotter	Supports project.
101	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	ckmaly	Supports project.
103	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for up to 56,000 workers to be on the installation's main post and northern area by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Diane Franks	Supports project.
104	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have INSUFFICIENT pathways and jay-walking is a constant safety concern and nuisance...as a long-distance runner whose training routes take me near or along route 1, I can usually count on 1-2 near misses due to lack of pathways • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Keith Maly	Supports project.
105	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Candice Bennett	Supports project.
106	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Kevin Retcher	Supports project.

### Comments related to Project 8S

107	I <b>strongly</b> support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for up to 56,000 workers to be on the installation’s main post and northern area by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Elizabeth Sanchious	Supports project.
108	See pdf p 18 - 21	Fairfax US 1 Richmond Highway	Project	Elizabeth Sanchious	Supports project & suggests specific improvements. Includes response from Supervisor McKay
109	I urge the NVTa to include project 8s, the improvements to Route One (Richmond Highway) between Napper Rd to Mt Vernon Memorial Hwy/Jeff Todd Way as part of the two year program. The community support at the Fairfax County South County Government Center public hearing on March 31st was more than impressive. But even more important is the pressing immediate need. I cannot help but feel that the importance of this project was not fully appreciated and ranked accordingly. I live near the Mount Vernon estate and avoid Route 1 whenever possible because of its condition and the traffic congestion. What I find disheartening, even if understandable, are the number of new employees at Fort Belvoir because of the BRAC changes, who now use the George Washington Memorial Parkway to get to Fort Belvoir from Maryland to avoid Route 1. The proposed improvements on Route 1 could put them back where they belong, on the highway. I doubt that this was adequately considered in the ranking of need.	Fairfax US 1 Richmond Highway	Project	Peter Christensen	Supports project.
110	US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road) I use this road daily often to visit Prince William County to spend money at the businesses and restaurants there. This project will address the bottleneck that is only getting worse. Fund this project NOW!	Fairfax US 1 Richmond Highway	Project	Greg Crider	Supports project.
111	As we age are mind gets a bit foggy BUT I am certain funding was available for that expansion years ago What happened to it? How will this help traffic going south on Rt 1 when there are only 2 lanes going under railroad bridge? Ever thought of making service roads for shopping areas and thru lanes for those that do not wish to shop? With Costco at Sherwood Hall Lane and Ft Belvoir expansion it is really crowded on the roadway. And more housing areas going up and shopping areas expanding and still nothing done for the traffic problems....PLEASE do something soon	Fairfax US 1 Richmond Highway	Project	LadyG772	Supports project.
112	See pdf p 22 - 24	Fairfax US 1 Richmond Highway	Project	Supervisor McKay	Supports project.
114	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Patrice Carlson	Supports project.
115	As a long-time homeowner and purchaser of personal and business goods and services in the Mount Vernon, VA region, I encourage the Northern Virginia Transit Authority to classify Project 85 (traffic congestion relief) as a top priority, not only for the economic benefit of Richmond Highway residents and businesses, but also for to the economic growth of adjacent Northern Virginia jurisdictions. Reduced traffic-congestion along Richmond Highway will encourage, rather than avoid, use of that corridor, which translates into increased exposure to and purchases from businesses along and near that route. Those vehicles, in turn, are likely to continue along the corridor into adjacent jurisdictions for additional purchasing opportunities, due to the ease of direct travel. Simply put, the easier it is to travel along Richmond Highway, the more likely it is that increased purchasing will result there and in other jurisdictions readily accessible from Richmond Highway/Route 1, thus directly improving the economic vitality (including tax revenue) of a significant segment of Northern Virginia.	Fairfax US 1 Richmond Highway	Project	Peter G. Baldwin	Supports project.
117	See pdf p 28	Fairfax US 1 Richmond Highway	Project	Southeast Fairfax Development Corporation	Supports project.
118	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Michele Amhaz	Supports project.
120	We have urged a widening of Route #1 to six lanes from Huntington to the Occoquan since the 80's. That we are now marked down for not being shovel ready is inexcusable. Both political and appointed representatives need to take immediate action so that the last sector for widening Route #1 is ready for construction, since on the basis of congestion we can surely complete. Level the field for the Mount Vernon District to compete for a badly needed improvement! The success of the Route #1 Multimodal study hangs on this construction.	Fairfax US 1 Richmond Highway	Project	Frank Cohn	Supports project.
121	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Robert C. Palmer	Supports project.

### Comments related to Project 8S

123	<p>As a 51 year resident of Fairfax County from Annadale where I grew up, to Falls Church, to now Alexandria/Mt. Vernon for the last 20 years, I am writing to express my grave concern and surprise that Project 8S (Fairfax US 1 Richmond Highway, from Mt. Vernon Memorial Highway to Napper Road) is not listed as "Recommended" in the "Proposed Highway Projects for the DRAFT NVTA Two Year Program (FY2015-2016)". Over the past 35 years that I have been driving through-out the Northern Virginia region, with my family, friends, work and recreational activities spread across the region (from all parts of the Potomac River, from Mount Vernon to Woodbridge and Dumfries, to Sterling and Leesburg, to Centreville, to Arlington, to Crystal City and Rosslyn, to McLean and Great Falls), I have seen no area ignored as much as this section of highway by the state. This section of Richmond Hwy has been neglected for decades. There are photos from the 50's of the highway that look like black and white photos of today. Traffic flow is poor and highly mismanaged, It is one of Virginia's most deadly sections of road to pedestrians and most- dangerous to vehicle traffic. In fact, a former Mount Vernon Police commander recommended citizens take buses the wrong way and stay on the bus for miles until its return trip to the other desired direction in order to avoid crossing the under 50' 4 lane highway. Along this urbanized stretch of highway, there are limited sidewalks, no pedestrian refuges, no structured turn lanes along with non-existent turn lanes, hazardous curb cuts, where curbs even exist, and very little mass-transit/bus travel accommodations. There are even very deep and dangerous storm ditches within a few feet of the road. (See decade old photos at <a href="http://metroped.org/sc/index.htm#Problem">http://metroped.org/sc/index.htm#Problem</a> ) This mix greatly impedes traffic flow, causes drivers to make dangerous entry and exits decisions to/from Richmond hwy and constantly jeopardizes the life and safety of the our citizens using the highly traveled corridor. Furthermore, while threatening the safety of the citizens traveling through the area, these issues highly stunt the much needed and highly potential local and regional economic growth. It is clear that the NVTA scores and the HB599 rating failed to adequately rate what is obvious to any traveler down the "8S" corridor and those rankings should not be blindly followed. Good judgement must be used as well. It is also clear the many of the recommendations do not take into account currently on-going projects for local improvements, creating essentially a "double dipping" for many of those recommendations. These issues have been around decades and well before problems even existed for most of the recommended projects. The Northern Virginia Transportation Authority did not create this problem, but has indeed, inherited it. Now, the Authority has the ability and responsibility to rescue this section from these decades of neglect. Adding Project 8S to the recommended list is fair and the right decision. This will make for a safer and better economic future for both local citizens and those just traveling through the area.</p>	Fairfax US 1 Richmond Highway	Project	Jim Walton	Supports project.
124	<p>Thank you for holding the public hearing on 31 March 2015 at the South County Government Center. I live near Fort Belvoir and your hearing was the first I heard about the NVTA's proposed regional transportation projects for fiscal years 2015 and 2016. Given the turn-out at the meeting, this apparently was the case for a multitude of residents in this part of the county. I was deeply disappointed to learn that project 12 (for some reason, also known as project 8S), US 1 Richmond Highway from Mt. Vernon Memorial Highway to Napper Road, did not make the cut even though its HB599 rating was much higher than 13 of the 18 projects that did make it as recommended. This is incredulous! The traffic and congestion on US 1 caused by the 70,000-plus drivers going to and from Fort Belvoir each day is unbelievable. A large number of these commuters bear license plates from Maryland and DC. These commuters to the fort do not like sitting in traffic, either, even though they are the cause of it. They do what I do, and use alternate routes that avoid US 1 as much as possible. As a result, the George Washington Memorial Parkway and the Mt. Vernon Memorial Highway have become major commuter routes with horrifically deteriorating roadbeds. The section of US 1 Richmond Highway from Mt. Vernon Memorial Highway to Napper Road is a choke-point. It desperately needs to be widened to 6 lanes to help ease the overwhelming traffic and congestion. I urge you to reconsider the ranking of this project so it becomes one of the recommended projects for the two year program (FY2015-2016).</p>	Fairfax US 1 Richmond Highway	Project	Michele Aubry	Supports project.
125	<p>Please fully fund the improvements to US1, a long neglected and increasingly important roadway and Project #8S. This is very important for the community and growth to this side of the County.</p>	Fairfax US 1 Richmond Highway	Project	Jim and Sherry Murray	Supports project.
128	<p>I urge the NVTA to include project 8S, the improvements to U.S. Route 1, Richmond Highway from Mount Vernon Memorial Highway to Napper Road as part of the Two Year Program as outlined in Project #8S to improve the Route 1 Corridor. We live near Fort Belvoir and have experienced the remarkable growth in traffic over the past few years--a situation that is not going to improve until some of the basic transportation issues are dealt with.</p>	Fairfax US 1 Richmond Highway	Project	Marty Ditmeyer	Supports project.
129	<p>I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for up to 56,000 workers to be on the installation's main post and northern area by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.</p>	Fairfax US 1 Richmond Highway	Project	Becky Primeaux	Supports project.
130	<p>I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for up to 56,000 workers to be on the installation's main post and northern area by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.</p>	Fairfax US 1 Richmond Highway	Project	Kirsten Smith	Supports project.
132	<p>I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for up to 56,000 workers to be on the installation's main post and northern area by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.</p>	Fairfax US 1 Richmond Highway	Project	Kelly Marshall	Supports project.
133	<p>I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.</p>	Fairfax US 1 Richmond Highway	Project	Meghan	Supports project.
135	<p>See pdf p 32</p>	Fairfax US 1 Richmond Highway	Project	Jude Shiver	Supports project.

## Comments related to Project 8S

136	<p>The number one priority among the 27 Northern Virginia highway projects should be project 12, the widening of US 1 Richmond Highway from Mount Vernon Memorial Highway to Napper Road. This last remaining four-lane bottle-neck on Route 1 between the City of Alexandria and the widened stretches of Route 1 farther to the south backs up traffic during rush hours and increasingly sees traffic jams during all open hours of commercial establishments along Richmond Highway. Its present configuration has long been recognized to constitute a grave safety hazard to vehicular, pedestrian and bicycle movement in the Mount Vernon area. There are regular fatal pedestrian accidents. With the widening program now underway adjacent to Fort Belvoir, early completion of the Mount Vernon Memorial Highway to Napper Road segment of Route 1 is all the more important to handle increasing traffic to, from and through the Fort Belvoir area and points south. The environmental importance of widening Route 1 is significant to all of Northern Virginia. As an aging development corridor Route 1 should be seen as an opportunity for "brown fields" redevelopment rather than facilitation of new development of natural lands which characterize many competing proposals farther to the west. Development pressures on Mount Vernon neighborhoods from the National Capital area are increasing. Evidence is seen clearly in the form of increasing commuter traffic reflecting the numbers of area workers who cannot afford to live closer in to DC, but are forced to live in Prince William County, Stafford County or points south. Further evidence comes on the form of the number of Maryland and DC license plates one sees at commercial establishments along Route 1 in Fairfax County. Failure to move Route 1 widening to top priority will condemn this area to the same status as the New York Avenue corridor in northeast DC and Prince George's County—perpetual bottleneck and blight.</p>	Fairfax US 1 Richmond Highway	Project	John Kohout	Supports project.
137	<p>I believe that the NTVA rating for Rt 1 has erred in the congestion relief and regional connectivity categories. Rt 1 is the vital arm of the travel triangle of I-95 - I-495 - Rt 1, and for better or worse, Rt 1 is the relief valve for traffic congestion/disruptions on I-95 or I-495. Thousands of commuters know that Rt 1 is available as the only continuous route going north or south. There is no alternative route west of the I-95 - I-495 corridor that serves as effectively. With the northern portion of Rt above Napper Rd three lanes in both directions, and with Rt 1 below Jeff Todd Way being widened by federal government funding, the portion of Rt 1 covered by this Project 12 is the "weak link" in that vital travel corridor of I-95 - I-495 - Rt 1. Widening this segment should therefore be critical for congestion relief and worthy of a higher rating. Likewise, Rt 1 as a part of the I-95 - I-495 - Rt 1 travel triangle is the only route on the NTVA list of projects that connects Maryland, via the WW Bridge, to Prince William County and points south in Virginia. No other project has such regional connectivity. Rt 1 has several wide east-west routes that connect it to I-95 at the south end that further reinforce the regional connectivity importance of Rt 1 and should enhance the importance of widening the Project 12 section of Rt 1 to support and strengthen that connectivity ability of Rt 1.</p>	Fairfax US 1 Richmond Highway	Project	James B. McCracken	Supports project.
139	<p>This requests that you reconsider the priority you gave to the Route 1 improvements in Fairfax County. As a 34 year resident of the area, the Route 1 corridor is a congested, and often dangerous, road to drive. I believe that the low income residents need the proposed improvements and request that the Northern Virginia Transportation Authority reconsider its prioritization and ensure funding for the Route 1 Corridor.</p>	Fairfax US 1 Richmond Highway	Project	Eleanor Quigley	Supports project.
149	<p>See Public Hearing Transcript pdf p 62 - 65</p>	Fairfax US 1 Richmond Highway	Project	Catherine Voorhees	Supports project.
161	<p>Petition with comments and 467 signatures, see Petition pdf.</p>	Fairfax US 1 Richmond Highway	Project	467 citizens	Supports project.
162	<p>I am writing on behalf of my fellow members of the Wellington Heights Community Association to sincerely and humbly request that Project 8S, improvements for US 1 - Richmond Highway, be included in the Authority's Two-Year Program. The continuing failure to widen and upgrade the road between Mount Vernon Memorial Highway and Napper Road to the same standards that will exist both north and south of those locations is, in our view, quite unconscionable and is having an adverse effect on the quality of life in the eastern part of Fairfax County. The growth of employment at Fort Belvoir has brought an urgent need for the upgrading to occur. We hope that you will give our request and the request of Supervisor Gerry Hyland dated March 31, 2015, all due consideration and find the courage to incorporate Project 8S in your Two-Year Program.</p>	Fairfax US 1 Richmond Highway	Project	Wellington Heights Community Association	Supports project.
163	<p>I am a Mount Vernon resident who lives along the Richmond Highway corridor. I am fully in favor of Project 8S and I ask that you please approve Project 8S for full funding. Route 1 is in dire need of widening and infrastructure improvements. Richmond Highway cannot currently handle the tremendous traffic volume carrying commuters from the Beltway and Alexandria City to the north to Fort Belvoir and Prince William County to the south. Like many Mount Vernon and Lee residents, my wife and I are often forced to avoid Richmond Highway due to its clogged and congested nature. It is slowed with heavy traffic both day and night, weekday and weekend. There is seldom any relief, which is putting a greater burden on the George Washington Memorial Parkway, a roadway that was not intended to handle an ever-increasing traffic load. Fort Belvoir already employs tens of thousands of personnel and it will be growing even larger in coming years. Added to that is the new base hospital and Army museum that will be drawing many more cars to Route 1. Plus, the Mount Vernon Estate and Woodlawn Plantation remain popular historical attractions that attract a great many visitors each year, many of whom travel along Richmond Highway. These are all reasons why we need Richmond Highway widened now. What is even more important is the fact that Project 8S will prepare the Route 1 corridor for a Metro extension in coming years. This crucial public transit improvement is long overdue and we finally have a chance to get closer to the goal via Project 8S. Road widening is critical in the present, but since we cannot continue to add lanes every few decades, we must prepare this heavily traveled corridor for public transportation. This is not a matter of "want" versus "need." Mount Vernon and Lee do, in fact, need Project 8S. Richmond Highway desperately needs this project and I urge you to make it a reality. Businesses on Route 1 are suffering from traffic congestion. Residents' quality of life is impacted negatively from traffic congestion. Our watersheds and storm water runoffs are in appalling condition and in need of the infrastructure improvements and modernization that Project 8S will bring. This can be a powerful first step in the revitalization of Mount Vernon and Lee similar to how NVTVA has assisted northern and western Fairfax County for many years. Please fully support Project 8S. Please invest in the South County area.</p>	Fairfax US 1 Richmond Highway	Project	Brian Leclair	Supports project.
206	<p>As a 30-year resident of S. Alexandria who lives near the Route 1 corridor, I support and urge consideration for Project 8S, the widening of Rte. 1/Richmond Highway. Our area of Fairfax County has endured/suffered the longest period of neglect due to lack of appropriations for revitalization. As we are now attracting better businesses and (hopefully!) restaurants to this region, it is time to make these badly needed improvement to the transportation infrastructure.</p>	Fairfax US 1 Richmond Highway	Project	Lauren Szymanoski	Supports project.
211	<p>See Public Comment Letters pdf p 38 - 39</p>	Fairfax US 1 Richmond Highway	Project	Supervisor Gerry Hyland	Supports project.

Comments unrelated to Project 8S

Draft FY2015-16 Two Year Program					
Public Comments March 11, 2015 - April 12, 2015					
Num	Comment	Project Name	Comment Type	Comment By	Summarized Comment
001	I would like to endorse all the staff recommended transit projects. Almost by definition, the transit projects are regional. However, the highway projects still remain the <u>top need</u> for the vast majority of the residents of the region. Using both the NVTA Score and the HB599 Rating, my recommended list of projects would include: 2C, 3H, 5B, 8P, 1M, 8Q and 3K. If funds are available several of the other staff recommended highway projects could be added.	2C, 3H, 5B, 8P, 1M, 8Q and 3K	Multiple projects	Richard D. Entsminger	Highway projects are top need.
002	Attached please find a "HIGHLIGHTED" list of <b>Recommended Projects</b> , (FY2015-FY2016), for approval and investment of the available \$352 million in Northern Virginia Regional Funds. It is imperative and critical to the Authority's mission and future success of Northern Virginia's transportation infrastructure that funded projects be selected from a 'REGIONAL PROSPECTIVE' solely. <i>*List attached NVTA proposed project list for Public Comment.</i>	N/A	General	Roy O. Beckner, Jr.	Wants funded projects selected solely from a regional prospective
004	I am a member of the Alexandria Transportation Commission. The Commission is sending along, separately, its collective thoughts on the Two Year Program; although what follows is largely in line with that, I am writing today to express my own thoughts only. I am very pleased to see the funding provided for the West End Transitway, the Potomac Yard Metrorail station and the Duke Street Transit Signal Priority projects. As regards the first two, these are <u>very critical</u> projects that will provide a significant benefit not only to Alexandria but to our visitors and neighbors as well. I personally hope the NVTA will continue to fund these important projects as they progress.	West End Transitway, the Potomac Yard Metrorail station and the Duke Street Transit Signal Priority	Projects	Scott Anderson	Supports projects.
006	An immediate review of evening and late night commuter bus schedules from the Vienna Metro station is needed. When the Silver line opened last year, the number of evening trains arriving in Vienna was reduced. The arrival of trains does not coincide with scheduled bus departures between 7:30 pm and 10 pm. In particular the 644 bus leaving at 7:35 should be changed to 7:40 and the 644 leaving at 7:53 should be changed to 8 pm.	Vienna Metro station commuter buses	Transit changes	Brian Tumulty	Review of commuter bus schedules at Vienna Metro is needed.
008	See pdf p 1-4	Multiple transit	Project	Arlington County Chamber of Commerce	Supports transit projects.
027	See pdf p 5-6	N/A	General	Virginia Sierra Club	Support of NVTA and process, but recommends future selections include a broader range of that facilitate all modes of transportation.
032	When is the commission going to look at the bottle neck of traffic heading north of Leesburg on HWY 15?	N/A	Question	Jim McKenzie	
037	See pdf p 7	WMATA 8-car Train Power Upgrades & VRE Crystal City Platform Extension Study	General & Project	Crystal City Business Improvement District (BID)	Support of NVTA and projects.
043	See pdf p 8	Ballston Metrorail Station West Entrance	General & Project	Ballston Business Improvement District (BID)	Supports NVTA and project.
049	Two suggestions, one rather inexpensive one not, but it would relieve traffic on many secondary roads: Cheap suggestion: Add "MAINTAIN POSTED SPEED" overhead signs in both directions of Interstate 395 between the Turkey Run HOV intersection and King St. The road constantly bogs down between Duke and Seminary because of the hill up and down and there is no reason for this other than drivers slow down on the decline and then can't accelerate up the hill. You see these signs in tunnels so why not on this mile and a half stretch of road? They could be easily installed on current overhead sign structures or on overpasses. More Expensive suggestion: Adding a standard diamond intersection at Interstate 95 and Cardinal Drive. Cardinal Drive has several residential developments, and the only access to 95 is to go to US-1 and head south to 234, north to Rippon, or cut through other residential areas to Dale Blvd or Minnieville Road. Overloading these neighborhood roads does not promote a feel of safety for pedestrians, not to mention the roads are not designed for the traffic many of them see. A diamond intersection would minimize the size of the intersection as both sides of Cardinal Drive are surrounded by tall trees. A secondary alternative would be to explore the possibility of adding an HOV Express ramp to the north side only of this overpass.	N/A	Suggestions	ANDREW FIEBIG	Two suggestions to relieve traffic on many secondary roads
050	See pdf p 8	Route 29 and Buckland Area Transportation Improvement Study	Project	Delegate Robert Marshall	Supports project.
059	See pdf p 10 - 11	Loudoun County Parkway (VA Route 607), Route 28 (Manassas Bypass) Study, Fairfax County Parkway Improvements (Study), Route 28 Widening South, Route 28 Widening from Route 234, Route 28 Widening (Prince William County Line to Route 29), Innovation Center Metrorail Station construction, 8-Car Train Traction Power Upgrades, Potomac Yard Metrorail Station	Multiple projects	Washington Airports Task Force	Supports NVTA and projects.

### Comments unrelated to Project 8S

061	Ballston Metrorail Station West Entrance project. Q. Are there drawings/maps showing the preliminary entrance location? Surely more documentation exists for the request to fund the dollars for this project. Q. I was under the impressions that when the 2 new elevator were installed a few years ago, some amount of work was completed on a pedestrian tunnel located next to the elevators leading to the proposed WEST ENTRANCE. Is this information correct? And if yes, then what will become of that tunnel? My questions are based on the fact I live in this neighborhood, actually in a condo above the metro station entrance.	Ballston Metrorail Station West Entrance	Project questions	Dale Reisfield	Project questions.
063	See pdf p 12 - 13	N/A	General	Coalition for Smarter Growth	Expresses concern for HB 599 and congestion relief. *Please review this letter and add better summary if necessary.
070	I'm wondering if the study took into account drivers cutting through residential neighborhoods to avoid traffic under the roads in consideration for improvement projects. The reason I ask is because, for example and with respect to Rolling Road, due to the heavy traffic on Rolling Road between Fairfax County Parkway and Old Keene Mill Road, drivers routinely will cut through residential streets, such as Greeley Road, which connects Rolling and Old Keene Mill. If Rolling Road was widened, there would be less traffic and drivers would not use a residential streets as a cut-through to get where they are going. Based on the various scoring criteria, it does appear that safety was taken into account (QS6), but it's not clear based on the information presented on your website, if this aspect of transportation safety was included. With all of the elementary schools on and adjacent to these roads, I think it should be. Although this study is complete and likely cannot be revised, I recommend including this aspect of safety in future studies. Also, I think QS4 should have been given more weight and that 5% is not suitable. Level of Service (LOS) is a significant issue when it comes to our roadways.	N/A	General	Erin Bevis-Carver	Question about transportation safety aspects being included included in scoring criteria.
091	My husband commutes from Montclair to Capitol Hill every day and there are a few things that would make his commute and others in the area better. There need to be more buses that run in the evening from the Pentagon to Montclair. Also the commuter lot at 234 and Rt 1 is not big enough! Lastly, the level of communication between the PRTC buses needs to improve! My husband has been on the bus that leaves the Pentagon at 8:02pm and sat in the parking lot of the 234 commuter lot for 20 minutes waiting for others buses to come through the lot with potential passengers for his bus. 95% of the time, the other buses DO NOT have passengers that need to change to his bus. Why can his bus not radio the other ones in route so see if anyone needs this transfer? Its a waste of time for everyone involved, negatively impacts our environment by having a idling bus sit and wait for 20 minutes and its also a waste of money for fuel and more maintenance for the bus. This practice needs to stop.	N/A	General	Amy Carney	Need more buses from Pentagon to Montclair, larger commuter lot at 234 & Rt.1, better PRTC communication.
102	I do want to add my support for funding for the West Entrance to Ballston metro station. This is a project that has been on the books, so to speak, for a very long time. Now that the Silver Line is a reality (although not entirely finished) the Ballston station is busier and will be busier than ever. Helping to bring the entrance to fruition would be a boon not only to Arlington residents but to all Metro riders and bus riders who come to and depart from Ballston. The West entrance would relieve congestion at the only entrance on a day to day basis, It would also make the station safer in an emergency. Bus access could be split between two locations instead of one. This would allow greater scheduling flexibility and a better commuting experience -- whether one is using Metro to Bus/bus to Metro/bus to bus/or pedestrian to bus.	Ballston Metrorail Station West Entrance	Project	Nancy Iacomini	Supports project.
113	See pdf p 25	Route 29 and Buckland Area Transportation Improvement Study	Project	Cate Magennis Wyatt	Supports project.
116	See pdf p 26 - 27	West End Transitway, the Potomac Yard Metrorail station and the Duke Street Transit Signal Priority	Multiple projects	Alexandria Transportation Commission	Supports NVTA and projects.
119	I'm just voicing my opinions / comments with regard to transportation projects that should receive funding. 1. Widening of Route 28 from Manassas Park to I-66 in Centreville	Widening of Route 28 from Manassas Park to I-66 in Centreville	Project	Dong Kim	Supports project.
122	I am a long-time resident of Arlington's Bluemont neighborhood and I strongly urge the funding of the proposed western entrance to the Ballston-MU Metro station. As Arlington County has stated in its CIP: A west entrance will be closer and more convenient to the rapidly growing high-density, mixed-land use development occurring around the intersection of N. Glebe Road and N. Fairfax Drive as well as adjacent neighborhoods west of Ballston. The County's 1998 Ballston Metro Access Study projected an increase in patronage from approximately 21,300 to 36,500 by 2010 due to planned development in the area and assuming a west entrance. An estimated 38%, or roughly 14,160 weekday entries and exits, of the projected daily patronage will use the west entrance. Today the current entrance located at the east end of the station handles an average of about 24,000 entries and exits per weekday. Further high density development west of Ballston, in areas such as Bluemont, will only contribute to an already worsening transportation situation in the intersections in and around the area of the Ballston-MU Metro station, and west on Wilson Blvd. past N. George Mason Drive. Funding of the western entrance would be consistent with the County's stated goals to reduce vehicular traffic, and it would further the objective to make Metro more convenient, accessible, and safer for people who live and work in the Ballston area.	Ballston Metrorail Station West Entrance	Project	David Van Wagner	Supports project.

### Comments unrelated to Project 8S

131	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd, which I believe is called Project 2C in draft two year NVTA project program, is a critically import link to complete the Loudoun County Parkway. Currently with the Loudoun County Parkway (LCP) ending south of Ryan Road, traffic is sent though lower Ashburn and Brambleton down Ryan Road / Belmont Ridge Road / Evergreen Mills Road, back to LCP. This "diversion" leads to majority commuter traffic using roads that carve though school routes. There are daily incidents of drivers jumping beyond school buses, where children are loading and unloading. The Evergreen Mills Road / Belmont Ridge Road lights suffer huge back ups north to the Arcola fire station. If and when there is a fire / EMT call, the traffic back will one cause an accident / conflict between the traffic queues and the emerging first responders. In the west bound direction from LCP at Evergreen Mills through Brambleton, the Roadway is single lane, with no curbs, very little barrier offset and very poor pavement running surface. This road is used for commuter thoroughfare and this is leads to a lot of those regular drivers jumping through red/amber phases on the lights, which is an unsafe condition. Signal and pavement and striping improvements are badly in need, but the biggest item to remedy these items I raise above is to complete the LCP through Ashburn, properly connecting the 267 to 50 with a consistent two lane median separated road to current standards. I appreciate that some of the LCP issues are driven by the housing developers who have not met or completed their commitments to sections of the LCP, Claiborne Parkway etc. However the crux of the matter for VDOT, NVTA, Loudoun County etc., is that the above conditions are safety critical matters and should a school bus incident or first responder incident take place due to the lack of completion of the LCP, then this will be very hard to defend or explain.	Loudoun County Parkway (VA Route 607),	Project	Hemal B Patel	Supports project.
138	I would like to indicate my support for the proposed East Elden Street project in Herndon. This area is currently one of the most intimidating roads in Herndon for anyone not in a vehicle, but contains many destinations that could be reached on foot or by bike if the infrastructure was less hostile. The proposed project will make it easier for local residents to access many of the stores and restaurants along East Elden street safely, thereby reducing vehicle use for short trips. It will also enhance safety for those taking public transit; there are multiple stops along this stretch of road. Additionally, the road's intersection with the Fairfax County Parkway Trail, Sugarland Run Trail, and the W&OD Trail mean that adding safe infrastructure will help connect three well-used recreational/commuter trails and provide easy access to many local businesses for those passing through. For these reasons, I believe this improvement should be fully funded within the FY2015-2016 two-year program.	East Elden Street Improvements	Project	Matt Dykstra	Supports project.
140	See Public Hearing Transcript pdf p 27 - 31	Rolling Road Widening	Project	Delegate David Albo	Supports project.
142	See Public Hearing Transcript pdf p 34 - 42	Glebe Road Corridor ITS Improvement	Project and general	Delegate Jim LeMunyon	Supports project and suggests that congestion reduction factors were not taken into account enough in project selection.
143	See Public Hearing Transcript pdf p 42 - 47	Route 28 Widening	Project and general	Delegate Bob Marshall	Supports project and suggests transit projects be evaluated for congestion reduction.
144	See Public Hearing Transcript pdf p 47 - 49	Route 1 in Prince William	Project	Supervisor Principi	Supports project.
145	See Public Hearing Transcript pdf p 50 - 52	Route 15 Bypass at Edwards Ferry Road, Route 7/Battlefield Parkway	Multiple projects	Mayor Umstattd	Supports projects.
146	See Public Hearing Transcript pdf p 52 - 55	East Elden Street Improvements	Project	Mayor Merkel	Supports project.
148	See Public Hearing Transcript pdf p 59 - 62	N/A	Project	Audrey Clement	Expressed concern about future Silver Line and underutilization of current service.
151	See Public Hearing Transcript pdf p 68 - 70	Route 1 Widening Prince William	Project	Woodbridge Potomac Communities Civic Association	Supports project.
152	See Public Hearing Transcript pdf p 71 - 72	Route 1 Widening Prince William	Project	John Lenahan	Supports project.
155	See Public Hearing Transcript pdf p 77 - 79	Route 1 Widening Prince William	Project	Dennis Drinkard	Supports project and suggests Occoquan Bridge will need to be widened in the future.
156	See Public Hearing Transcript pdf p 79 - 82	Northfax Intersection Improvements	Project	Michael Roskind	Does not support project.
157	See Public Hearing Transcript pdf p 83 - 86	N/A	General	Robert Whitfield	Suggested project ratings are flawed.
158	See Public Hearing Transcript pdf p 86 - 87	Est End Transit Way, Potomac Yard Metro Station	Multiple Projects	Alexandria Transportation Commission	Supports project.
159	See Public Hearing Transcript pdf p 87 - 90	Loudoun County Parkway, Manassas Bypass Study, Fairfax County Parkway Improvements, Route 29 Widening Projects and North Star, Innovation Center Metrorail, 8-Car Train Traction Power Upgrade, Potomac Yard Metro Station	Multiple projects	Washington Airports Task Force	Supports NVTA and project.

Comments unrelated to Project 8S

174	Here are my suggestions, based upon 40 years residency in Fairfax County. Increase pedestrian walking and bike routes. Some routes could be along power transmission lines, where there are already jeep trails and sometimes even paved paths. Pedestrian infrastructure, like the W&OD trail, GW bike path, etc. add value to properties, increase nature habitat, provide recreational / exercise opportunities and reduce traffic congestion. We cannot keep building more roads. Route 28 and 66 have been widened, time and again, and they are still a nightmare. Each single occupant car takes up the space of at least 6 bicyclists. Ban cell phone use in cars. Distracted drivers are slow and often oblivious to changes around them. Distracted drivers cause accidents, resulting in delays, and are very slow to react to traffic moving faster - causing needless delays for everyone in their wake. Human over-population, and population migration are the culprits with transportation gridlock. We could pave the entire globe and still have traffic congestion. "Rush hour" used to start at 5pm and end at 6pm, in the afternoon, and 8-9am in the morning. The underlying issues are the culprits, and government officials have lacked the willpower to make substantive changes, for fear of upsetting anyone. So, we address transportation gridlock with band aid remedies like destroying more wildlife habitat, to make room for more people and more cars, again and again.	N/A	General	Bruce Peters	Suggests transportation improvement options.
191	See Public Comment Letters pdf p 35	Northfax Intersection Improvements	Project	John Mason	Supports project.
193	Route 28 from Manassas Park to Centreville (I-66) needs attention more than any other road in the entire state. The road cannot handle the current capacity (and the ever increasing amount of vehicles added from newly developed neighborhoods.) The traffic on the road has been bad for 15+ years and is no longer a reasonable option for commuting to points north or east of Manassas Park. Taking Yates Ford road to Fairfax to access larger highways, driving on tight - turning rural roads through Clifton is now a better option than getting stuck in 28's backups. It's easier to leave Jiffy Lube Live parking lot after a sold out concert than to attempt traveling on 28 regularly. Very unfortunate. My only concern with civic leaders in this area is resolving route 28 to focus on major improvements that will see expanded capacity and decreased vehicle backups.	Route 298 from Manassas Park to Centreville	Project	Brian Shea	Supports project.
202	See Public Comment Letters pdf p 36	Route 7 Widening - Dulles Toll Road Bridge	Project	Great Falls Citizens Association	Supports project.
210	See Public Comment Letters pdf p 37	Glebe Road Corridor ITS Improvement, Route 22 Columbia Pike Street Improvements, Ballston Metrorail Station	Multiple projects	Arlington Transportation Commission	Supports projects.
212	See Public Comment Letters pdf p 40 - 44	East Elden Street Improvements	Project	Herndon Town Council	Supports project.
213	I'm here to address the issue of Northfax and the application for a traffic reduction grant associated with Northfax. I've set up a website fairfaxtaxrevolt.org where I lay out and pull up the spreadsheet and the data associated with the quality of the program. First thing is Northfax rates out of a scale of 0 to 100 on the VDOT Independent Rating, it rates 00.2 and in that rating, it's not clear if it takes into account the real intent of the project, which as an economic development project to put office buildings and clear the office building site from floodzone. That being said, the NVTA, itself, when you look at their spreadsheet and how they rate the project, they give it 22.7 points for Northfax out of 100 and all of those points are basically we're ready to spend but then all of a sudden and without explanation the project jumps from the 36 of 37 most viable projects rated by VDOT to the 6th most viable project with a 51.7 rating, which I have no idea where that came from. The concern I have is a series of things: 1. It's not a roads project, it's not a congestion project, and it's really a development project to develop the personal property of private property owners over by the strip mall. It's gifting \$30M public dollars which you're asking for an additional \$10M. You had \$20M plus \$10M equals \$30M and I call this a tremendous misrepresentation. It's about \$1,500 from every man, woman, and child in the City. It's a huge amount of misrepresentation. I'd encourage people to come to the website and take a look at the facts. Thank you.	Northfax Intersection Improvements	Project	Michael Roskind	Does not support project.
214	The main question and observation that I have is there has been a lot of recent research about congestion reduction and different ways of measuring how you achieve congestion reduction. What concerns me is if you are measuring your standard level of service while it's 'f' and we need to make it an 'e' or a 'd' well then you're going to widen that road. But 5 to 10 years from now what are the impacts from widening that road. What are the land use patterns that you are going to induce from widening that road. How are you changing travel behavior if it's level of service 'f' all over again. And what I would like to, if Chairman Nohe could address this, would NVTA be considering looking at a broader sort of set of metrics, for measuring how you reduce and manage traffic. My favorite example, and I know people are sick of hearing it, but the Arlington County was not very different in its land use patterns from where we are today 40 years from now. They were not thinking about reducing traffic. They were thinking about economic development when they were planning their streets and when they were planning them around Metro. Well they have achieved tremendous economic development and they have also managed to that- having an incredible increase in economic activity and travel activity without increasing traffic. So sometimes we have to look for the answers a bit more broadly then let's just add capacity for single transportation mode. And to the comment in regards to the rating of Northfax project, I think this is related is we should, I think, even VDOT in their analysis would acknowledge what they are looking at in their measuring under HB599. It is fairly partial to larger scale projects like Fairfax County Parkway, which rates very high because you're moving over a vastly larger distance than say Northfax or Kamp Washington. That's why it only counts for a part of the overall scoring, so we need to put that in perspective. Thank you.	N/A	General	Douglas Stewart	Suggested NVTA look at a broader set of metrics.
215	Spoke in support of the Ballston-MU Metrorail Station West Entrance. He said the Neighborhood Conservation Plan for Bluemont, completed in 2013, provides a good summary of the need for the Ballston West Entrance. He said the ability to exit the station in an emergency is very important. He said that Ballston is a heavily used station and described how tragic an outcome could be if a smoke situation such that occurred at L'Enfant happened at Ballston. He said it would be a nightmare with only one entrance and one end of the station platform. He said that while congestion reduction and convenience are important, the west entrance is needed to improve the chance that emergency responders would get in and help people to get out and avoid tragedy.	Ballston Metrorail Station West Entrance	Project	David Hughes	Supports project.

### Comments unrelated to Project 8S

216	<p>Provided comments on behalf of the association in support of the Ballston-MU Metrorail Station West Entrance. He said the association fully supports NVTA's recommendation to proceed with design funding for the Ballston West Entrance. He said the entrance will bring the station within walking distance to the majority of Bluemont and other areas on the western side of the station, reducing walking distance by about 1/3 mile. The association formally supported the west entrance since before 2007. He said that as more parcels are redeveloped, the need for the west entrance will only escalate and that without the west entrance, new development will put even more pressure on the current entrance. He said 2,100 residents in the Bluemont neighborhood participated in the survey to develop the neighborhood's Neighborhood Conservation Plan, which showed strong support and need for the Ballston West Entrance. He said the west entrance will also provide needed emergency egress from the station. He said Arlington County included the project in its Capital Improvement Program and that there are development contributions provided to help fund the project. He asked NVTA to please fund the Ballston West Entrance.</p>	Ballston Metrorail Station West Entrance	Project	John Lau	Supports project.
217	<p>said he appreciates the forward-thinking of the Ballston-MU Metrorail Station West Entrance project and is speaking in favor of the project. He thanked the Transportation Commission and NVTA for the opportunity to comment. He said his office occupies space above the Ballston Metro Station and is considering moving between the current and proposed station entrances. He said that emergency exists are important, but that general access to the station is also important. He said he believes the congested pedestrian conditions at the current station entrance, coupled with the congested bus transfer facility outside the current entrance, yields capacity issues and unsafe pedestrian congestion at the current entrance. He said that having a west entrance would be a great benefit to reduce the traffic jam of people entering and exiting the current entrance. He closed by saying that, as an Arlington taxpayer, he strongly supports the Ballston West Entrance.</p>	Ballston Metrorail Station West Entrance	Project	Jeff Levine	Supports project.
218	<p>Said that during construction of the building directly above the proposed Ballston-MU Metrorail Station West Entrance the escalator ramps were poured, right under the overhand on the Fairfax Drive side of the building. He said the community benefit promised for the zoning incentive was the Ballston West Entrance. He said there has been recent construction of large buildings along Glebe Road. He is concerned about traffic at Glebe Road and Wilson Blvd. He said the building the west entrance to Ballston Station would help alleviate traffic by providing better access to transit. He said the need for the west entrance will increase in years to come with the proposed redevelopment of the Ballston Mall. He said we need a safer entrance/exit for riders now and the anticipated growth in riders in the future. He said the members of the Ballston BID believe that the west entrance will help fill apartment and office vacancy rates. He asked NVTA to fund the Ballston West Entrance. He said that if full funding cannot be provided, that elevators should at least be installed on the west side in the interim.</p>	Ballston Metrorail Station West Entrance	Project	Larry Smith	Supports project.
219	<p>Said the neighborhood has been waiting for the Ballston-MU Metrorail Station West Entrance. She expressed concern over the current elevator capacity at the Ballston Station and said that if one of both of the elevators were to go out of service, the station would not be ADA compliant. She said so much new development has occurred and been approved based on the anticipation of the Ballston West Entrance. She said the elevators and emergency egress stairs should be a priority for the west entrance.</p>	Ballston Metrorail Station West Entrance	Project	Ellen Armbruster	Supports project.
220	<p>This is to endorse The Town of Herndon's East Elden Street transportation and streetscape redesign project. The redesign of East Elden Street has long been contemplated by the Town and is critically needed to bring that end of the Town into accord with the work the Town has done on West Elden Street and other parts of the Town's main corridor to make the streetscape more pedestrian friendly while preserving a smooth and orderly flow of traffic. East Elden Street is one of the two main entrances to the Town, serving as a feeder from Baron Cameron Avenue in Reston/Fairfax County and one of the Town's two junctions with the Fairfax County Parkway. Because of the explosion of residential and commercial growth along Elden Street over the last decade, its importance to traffic flow into and out of the Town has only increased. Further, the amount of residential development, along with hotels and businesses, demands better pedestrian access and usability. The East Elden Street Project will better enable Herndon to manage its traffic and meet the demands of both vehicles and pedestrians in the 21st century.</p>	East Elden Street Improvements	Project	Kevin J. East Chairman, Planning Commission, Town of Herndon	Supports project.

**Comments related to multiple projects including Project 8S**

<b>Draft FY2015-16 Two Year Program</b>					
<b>Public Comments March 11, 2015 - April 12, 2015</b>					
<b>Num</b>	<b>Comment</b>	<b>Project Name</b>	<b>Comment Type</b>	<b>Comment By</b>	<b>Summarized Comment</b>
055	My name is Erica Hetzel and I live at 2816 Woodlawn Trail, Alexandria, VA 22306, in the community of Hybla Valley. I will not be able to attend the upcoming Northern Virginia Transit Authority meeting but wanted to voice my support for the "highway project not recommended" involving widening U.S. Route 1 from Mt. Vernon Memorial Highway to Napper Road in Hybla Valley. I also support funding for the proposed Potomac Yard Metro rail station. Both of these projects would significantly improve my daily commute from my home in Fairfax County Alexandria to downtown DC. Please reconsider appropriating some of the available \$350 million over two years to the U.S. 1 widening project between Mt. Vernon and Hybla Valley. This area, for years, has been a constant source of congestion and frustration for the many residents living in 22306 and further south. Additionally, the Potomac Yard Metro rail station will provide easier transportation access for the thousands of new residential units being built along U.S. 1 in northern Alexandria and will help to reduce vehicle congestion along the same route.	Fairfax US 1 Richmond Highway & Potomac Yard Metrorail Station	Projects	Erica Hetzel	Supports projects.
071	See pdf p 14 - 15	Route 28 widening in Prince William, Manassas and Fairfax County to I-66, Route 28 bypass study, Route 1 widening both in Prince William and Fairfax County, Fairfax County Parkway Improvements study, Loudoun County Parkway extension to U.S. 50, 8-car Metro Train power upgrades, Connector Bus Service Expansion for 22 new buses and routes, Innovation Center Metrorail Station construction, Potomac Yard Metrorail Station	Multiple projects	Northern Virginia Transportation Alliance	Supports projects.
126	I am writing to express my support of several projects in your two year program. As a resident of Alexandria I strongly support the funding for the Potomac Yard metro station 8t and the west end transitway 9j as well as other projects in the region including the route 1 widening in Fairfax County 8s and all of the vre improvements and the 8 car train power for metro. I hope in future years the NVTA can fund more mass transit projects and help fund many needed improvements for metro including new 8 car trains because the current metro system is a failure and there are breakdowns of trains and tracks daily. I have used metro for over 8 years and now travel to Tysons Corner daily because of my employer moved their offices from downtown to Tysons because of the silver line so I travel from Braddock Road to Tysons daily, a trip which is over one hour on metro in the morning and afternoon without delays and with delays it can take nearly close a hour and a half to two hours. There needs to be more funding for the metro system but at the same time this region needs to look at other methods from more and better mass transit to more teleworking as for me it is quicker and cheaper for me to drive on the tolled roads on 495 than to use mass transit and I actually feel guilty driving as we try to live a car lite lifestyle but it is hard to do living in Alexandria due to poor bus services though we live next to the Braddock Road metro the buses do not take us to where we want to go and are slow so we are mainly metro rail dependent but do appreciate the new metroway service because it has made it easier to get to Target by mass transit but in general driving has become a better option than metro which is sad. The good is that my employer is now offering telework which really helps as well. With such poor regional mass transit service it is difficult to live car free or car lite unless you are in DC or parts of Arlington or even now in Tysons Corner. I think VRE can play an even more important travel mode if it was able to run trains more frequently and on the weekend. It would be great for VRE and MARC to offer cross regional services from Alexandria to Baltimore. I think VRE's ridership would grow if it was more convenient and operated like the services in Maryland, Philadelphia and New York-New Jersey. It is amazing that this region of millions lacks feasible mass transit. I hope too that there will be a mass transit option like a light rail or extended metrorail from National Harbor to Alexandria in the future which could use funding from the NVTA to connect to dynamic regional places. I want to thank the NVTA for the opportunity to provide comments and thank all those who have worked to get this program complete from the staffs of NVTA and the other organizations and all the NVTA jurisdictions.	Potomac Yard Metrorail Station, Fairfax US 1 Richmond Highway, West End Transitway, all VRE improvements; 8-Car Train Traction Power Upgrades	Multiple projects	Robin McEnearney	Supports projects and suggests additional mass transit projects in the futre.
127	See pdf p 29	Fairfax US 1 Richmond Highway & Metro expansion	Multiple projects	Gerald P. Krueger	Supports project, suggests new Metro projects.
134	See pdf p 30 - 31	Route 28 widening in Prince William, Manassas and Fairfax County to I-66, Route 28 bypass study, Route 1 widening both in Prince William and Fairfax County, Fairfax County Parkway Improvements study, Loudoun County Parkway extension to U.S. 50, 8-car Metro Train power upgrades, Connector Bus Service Expansion for 22 new buses and routes, Innovation Center Metrorail Station construction, Potomac Yard Metrorail Station	General & Projects	Northern Virginia Building Industry Association	Supports projects, expressed disappointment about projects not on the list and need for more regional, less local projects.

Comments related to multiple projects including Project 8S

141	See Public Hearing Transcript pdf p 31 - 34	Fairfax US 1 Richmond Highway, Frontier Drive Extension, West End Transitway, Newington Road	Multiple projects	Delegate Mark Sickles	Supports projects, suggests Newington Road be looked at for future project lists.
147	See Public Hearing Transcript pdf p 56 - 59	Route 28 Widening, Route 1 Widening, Fairfax County Parkway Improvements, 8-car Train Traction Power Upgrades	Multiple projects and general	Joe Vidulich	Requests NVTA give top priority to projects with the greatest congestion reduction, supports projects and notes all money does not need to be spent in this cycle.
150	See Public Hearing Transcript pdf p 65 - 68	Route 28 widening in Prince William, Manassas and Fairfax County to I-66, Route 28 bypass study, Route 1 widening both in Prince William and Fairfax County, Fairfax County Parkway Improvements study, Loudoun County Parkway extension to U.S. 50, 8-car Metro Train power upgrades, Connector Bus Service Expansion for 22 new buses and routes, Innovation Center Metrorail Station construction, Potomac Yard Metrorail Station	Multiple projects	Northern Virginia Transportation Alliance	Supports projects.
153	See Public Hearing Transcript pdf p 72 - 74	Route 1 Corridor and Route 28	Multiple projects	Jeremy McPike	Supports projects.
154	See Public Hearing Transcript pdf p 74 - 77	Route 28 widening in Prince William, Manassas and Fairfax County to I-66, Route 28 bypass study, Route 1 widening both in Prince William and Fairfax County, Fairfax County Parkway Improvements study, Loudoun County Parkway extension to U.S. 50, East Market Street Battlefield Parkway Interchange, Route 7 Widening, Dulles Toll Bridge, Belmont Ridge Road, Turro Parish Road, East Elden Street Improvements, Route 15 Bypass at Edwards Ferry Road Interchange, 8-car Metro Train power upgrades, 4 Buses for Loudoun, Connector Bus Service Expansion for 22 new buses and routes, Innovation Center Metrorail Station construction, Potomac Yard Metrorail Station	Multiple Projects	Committee for Dulles	Supports projects.
160	See Public Hearing Transcript pdf p 90 - 91	All projects on proposed list	Multiple projects	Faris Abboushi	Supports projects and commends NVTA.
164	As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	Jeff Lybrand	Supports projects, suggests many proposed projects do not provide significant congestion relief.





**Comments related to multiple projects including Project 8S**

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179	<p>As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.</p>	<p>Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard</p>	<p>Multiple projects</p>	<p>Kim Neff</p>	<p>Supports projects, suggests many proposed projects do not provide significant congestion relief.</p>
180	<p>See Public Comment Letters pdf p 33 - 34</p>	<p>Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard</p>	<p>Multiple projects</p>	<p>Josh Veverka</p>	<p>Supports projects, suggests many proposed projects do not provide significant congestion relief. States that both highway and transit projects need to be evaluated for congestion reduction.</p>
181	<p>As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.</p>	<p>Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard</p>	<p>Multiple projects</p>	<p>Chelle Gassan</p>	<p>Supports projects, suggests many proposed projects do not provide significant congestion relief.</p>
182	<p>As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.</p>	<p>Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard</p>	<p>Multiple projects</p>	<p>Renee Greenwell</p>	<p>Supports projects, suggests many proposed projects do not provide significant congestion relief.</p>
183	<p>As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.</p>	<p>Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard</p>	<p>Multiple projects</p>	<p>Margaret Keagle</p>	<p>Supports projects, suggests many proposed projects do not provide significant congestion relief.</p>







**Comments related to multiple projects including Project 8S**

205	<p>As a resident of Northern Virginia, a Realtor®, and Chair-Elect of the 11,000 member Northern Virginia Association of Realtors, I talk to people living in Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.</p>	<p>Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard</p>	Multiple projects	Sara Rubida	<p>Supports projects, suggests many proposed projects do not provide significant congestion relief.</p>
207	<p>As a resident of Northern Virginia, a Realtor®, and Chair-Elect of the 11,000 member Northern Virginia Association of Realtors, I talk to people living in Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.</p>	<p>Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard</p>	Multiple projects	Jennifer Burke	<p>Supports projects, suggests many proposed projects do not provide significant congestion relief.</p>
208	<p>As a resident of Northern Virginia, a Realtor®, and Chair-Elect of the 11,000 member Northern Virginia Association of Realtors, I talk to people living in Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.</p>	<p>Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard</p>	Multiple projects	Matthew Ahn	<p>Supports projects, suggests many proposed projects do not provide significant congestion relief.</p>
209	<p>As a resident of Northern Virginia, a Realtor®, and Chair-Elect of the 11,000 member Northern Virginia Association of Realtors, I talk to people living in Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.</p>	<p>Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard</p>	Multiple projects	George J. Creed	<p>Supports projects, suggests many proposed projects do not provide significant congestion relief.</p>