

# Northern Virginia Transportation Authority

## Draft FY2017 Program

## Public Comments : May 13, 2016 - June 17, 2016

Number	Comment	Project Name	Comment Type	Comment By	Summarized Comment
1	It is WRONG to give private concerns the right to charge tolls for using public roads such as I-66. The short-term gain realized by not having to fund construction of an extra lane are far outweighed by the long term loss from sinking countless toll-payer dollars into the profit margins of greedy private businesses like Transurban. Those same dollars either collected as tolls payable directly to the various government entities involved or even those same dollars as spent and taxed in the region by consumers who don't have to pay tolls will have far greater benefit than any short-sighted savings offered by private toll road operators. Beyond that, handing over lanes that were already bought and paid for by taxpayer dollars to these same private companies is beyond wrong, it should be considered criminal.	N/A	General	Owen Davies	Against P3 tolling
2	This email is in support of the proposed expansion of the Manassas Park VRE parking lot. As local Manassas Park residents for the past 16- years and daily VRE commuters, we have seen the exponential increase in cars, traffic, and congestion associated with Manassas Park VRE. As such, we respectfully request the NVTA board members favorably endorse the proposed expansion of Manassas Park VRE parking. Additionally: Our City's Parking Expansion rated very high in the Congestion Reduction Relative to Cost category. This aligns with the intent of the legislation HB2313 which states: "The Authority shall give priority to selecting projects that are expected to provide the greatest congestion reduction relative to the cost of the project..." This project will take cars off the road and will help alleviate congestion on route 28. It is estimated that 2 VRE trains in an hour carry about 2,000 persons or the equivalent capacity as one lane of traffic on I-66. Increased parking capacity will permit increased use of the VRE, which will help relieve congestion on both route 28 and I-66. This project is also multi-jurisdictional in nature. Only 35% of the riders come from Manassas Park. The other 65% of riders come from Prince William County, Manassas City, Fairfax County, and a few from Loudoun County and beyond. Further, there is a safety aspect to the project. Every day, cars are parked remote from the VRE lot. As a result we see riders walking & running across the tracks to catch the train. The parking expansion also aligns with geographic balance because the NVTA is required to choose projects based upon regional balance; and it also contributes to model balance in the FY2017 Program project list by virtue of being a transit related project.	3Q	Projects	Leo and Daniela Mahoney	Supports project
3	I am writing to voice my support for the interchange at Route 7 and Battlefield Parkway. We live off of Battlefield and it has become an important road for Leesburg. As a result, there is significant traffic especially in the mornings. There are many schools that are impacted by this intersection e.g., Cool Spring Elementary, Tolbert Elementary, Harper Park Middle School and Heritage High School. Buses/parents are crossing this intersection to get kids to and from school. Having a grade-separated interchange would significantly improve the safety and reduce the time spent in transit.	1U	Projects	Rebecca Dame	Supports project
4	I am a resident in Leesburg and I support the project of route 7 and battlefield.	1U	Projects	Michelle	Supports project
5	The Route 7 and Battlefield Parkway intersection needs to be funded! If not funded, the Route 7 and Battlefield Parkway intersection will be the last at-grade, signalized intersection along the Route 7 Corridor from Route 28 to Berryville. All of the other remaining at-grade intersections along that section of the corridor are under construction or in final design for transition to grade-separated interchanges. The Route 7 Corridor is a major commuter route through Leesburg and Loudoun County and continues to be one of Northern Virginia's worst bottlenecks. The Route 7/Battlefield Parkway interchange is a key congestion reduction project for the region. In addition, the interchange project is the only project in Loudoun County among the list of candidate projects in NVTA's draft Fiscal Year 2017 program. Please consider funding this. This will relieve the congestion in this area!	1U	Projects	Rebecca Clark	Supports project

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6	The Route 7 and Battlefield Parkway intersection needs to be funded! If not funded, the Route 7 and Battlefield Parkway intersection will be the last at-grade, signalized intersection along the Route 7 Corridor from Route 28 to Berryville. All of the other remaining at-grade intersections along that section of the corridor are under construction or in final design for transition to grade-separated interchanges. The Route 7 Corridor is a major commuter route through Leesburg and Loudoun County and continues to be one of Northern Virginia's worst bottlenecks. The Route 7/Battlefield Parkway interchange is a key congestion reduction project for the region. In addition, the interchange project is the only project in Loudoun County among the list of candidate projects in NVTAs draft Fiscal Year 2017 program. Please consider funding this. This will relieve the congestion in this area!	1U	Projects	Matthias Clark	Supports project
7	I am writing to comment on the potential interchange at Battlefield Parkway and Route 7 in Leesburg VA. This would have been a good idea 3-5 years ago. Now with Lowe's going in on the SE corner and Super Wal-Mart center about a mile South on Battlefield it is a GREAT idea. Traffic at that intersection is only going to increase. That coupled with completion of all of the other interchanges along route 7 is going to create a huge traffic jam just as you are getting to the town of Leesburg. An interchange at that intersection will increase both throughput and commuter safety.	1U	Projects	Michael Victor	Supports project
8	See Public Comment Letters pdf p 1	8DD, 6T, 8FF, 8CC	Projects	Liz Goldmann	Supports projects
9	I saw an article online regarding the proposed funding for an above grade interchange on Route 7 at Battlefield Parkway in FY 2017 and wanted to pass along my support for this project. I live and work in Loudoun County and commute down Route 7 everyday. Currently, traffic is completely halted at several points due to traffic lights during rush hour and even on nights and weekends. The recent work which has begun on Ashburn Blvd. and Belmont intersections will provide a great deal of relief but the the true benefit of these new interchanges will not be felt as long as there is another light a couple miles down the road at Battlefield. Leaving this light in place will reduce the benefit of the other projects by only moving the backups down route 7 to Battlefield. Further, this intersection will only become more congested with the addition of the Lowes which is under construction and Battlefield will continue to gain traffic once the expansion is completed to Route 15. Completing this intersection will allow traffic from Route 28 to continue moving well past Leesburg providing a great benefit to everyone that uses Route 7. I understand there are competing priorities throughout the region but I hope you are able to find a way to address this issue which impacts so many residents in our area!	1U	Projects	Matt Augustosky	Supports project
10	strongly support project 6S in the vicinity of East Falls Church metro	6S	Projects	Aldo Sirotic	Supports project
11	Dear Sirs: I am writing to you asking for your support to provide funding for the Rt. 7/Battlefield Parkway interchange for 2017. I go by this intersection, along with all intersections along Rt. 7, every day. While I appreciate all the funding that has been provided for the Ashburn Village interchange and the Belmont Ridge interchange, without the Battlefield Parkway interchange, these other projects are not going to be effective in moving traffic if the Battlefield Parkway interchange is not created. Please provide the support needed to supply funding for this valued interchange.	1U	Projects	Sherm and Nancy Smith	Supports project
12	Please consider the VRE Parking Expansion in Manassas Park for the following reasons: - This project will take cars off the road and will help alleviate congestion on route 28. It is estimated that 2 VRE trains in an hour carry about 2,000 persons or the equivalent capacity as one lane of traffic on I-66. Increased parking capacity will permit increased use of the VRE, which will help relieve congestion on both route 28 and I-66. - This project is also multi-jurisdictional in nature. Only 35% of the riders come from Manassas Park. The other 65% of riders come from Prince William County, Manassas City, Fairfax County, and a few from Loudoun County and beyond. - This Parking Expansion rated very high in the Congestion Reduction Relative to Cost category. This aligns with the intent of the legislation HB2313 which states: "The Authority shall give priority to selecting projects that are expected to provide the greatest congestion reduction relative to the cost of the project..."	3Q	Projects	Mike Freeland	Supports project

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13	I'm writing to express my support for the City of Falls Church's \$2 million application to install up to 16 bike-share stations along corridors defined in the City's Bicycle Master Plan. The City's Bicycle Master Plan was unanimously adopted by the City Council in 2015. The City of Falls Church is experiencing exciting growth and changing demographics that are perfect for a bike share program. Personally, we (wife, son, and I) are a one car family. I ride a bike to East Falls Church Metro every day to go to work, but have limited bicycle storage options at my home; a bike share program may work well for me.	6W	Projects	William Walter	Supports project
14	I'm voicing my support for the Falls Church City bike share program. It's so good for the environment and good for local businesses as well.	6W	Projects	Robin Tuczak	Supports project
15	See Public Comment Letters pdf p 2-3	6R, 8Y, 6S	Projects	Richard Price	Supports projects
16	See Public Comment Letters pdf p 4-5	8Y	Projects	Angela Fox, Crystal City Business Improvement District	Supports project
17	I commute into Leesburg at least once a day, frequently more often as I both travel throughout the County as part of my work, but also belong to a makerspace (a sort of club for sharing tools and knowledge with public purpose) in Leesburg near the VDOT yard on Lawson Rd, which I commute to during the evenings. I have witnessed building traffic on Rt 7 for the past 15 years. I'm typically driving west on Rt. 7 in mornings and east in evenings. After interchanges are done at Ashburn Village and Belmont Ridge Rd, the most dangerous intersection will become Rt. 7 and Battlefield Parkway. Would like to add my voice and support to supporting efforts to have interchange built at Rt. 7 and Battlefield Parkway (and eliminate light at Cardinal Park Dr.) sooner than later in order to save lives and allow free flow of traffic from Rt. 7 onto Leesburg By-Pass. In my opinion, cost will be recouped in increased commerce to / from / within Northern Virginia and Loudoun County as I witness lots of traffic coming down Rt. 7 from Rt 15 (from Maryland) and from Rt. 9 (from West Virginia) and from further west on Rt. 7 (from Winchester and I-81).	1U	Projects	Mark R. Millsap	Supports project
18	I am writing in support on funding 16 bike-share stations in the City of Falls Church and for the adjacent West and East Falls Church metro stations. This expansion makes a lot of sense with two metro stations and the WO&D trail cutting between them plus the Curtis bike trail nearby. It would also be linkable with current bike trails with stations that already exist in Arlington.	6W	Projects	Melissa Teates	Supports project
19	See Public Comment Letters pdf p 6-11; See Public Hearing Transcript p 48-51	1T	Projects	Mayor Lisa Merkel, Town of Herndon	Supports project
20	See Public Comment Letters pdf p 12	6W	Projects	Barry Buschow	Supports project
21	See Public Comment Letters pdf p 13-15	6S, 8Y	Project/ General	Kate Bates, Arlington Chamber	Supports projects and encourages increased transit funding
22	I support NVTa allocating \$2 million to install up to 16 bike-share stations in the Falls Church area. Generally speaking, I support more funding for biking and walking projects, and less funding for highways.	6W	Project/ General	Tim Stevens	Supports projects and increased funding for bike/ped projects
23	See Public Comment Letters pdf p 16	8AA	Projects	Teresa Hall	Supports project
24	Please support the Route 1 widening S of MT Vernon Highway	8AA	Projects	Jasen Farmer	Supports project
25	See Public Comment Letters pdf p 17-18	8CC, 8DD	Projects	Robert Shea, Alexandria Chamber of Commerce	Supports projects
26	As a Falls Church resident, I would love to see a bike sharing program here. I would imagine that downtown FCC, along the W&OD and the two metros would be great places to start. Please help us be linked to Arlington and DC through bikeshare!	6W	Projects	Theresa Sullivan Twiford	Supports project

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27	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations and to better access and use Falls Church businesses and restaurants. Bringing Bikeshare to Falls Church not only provide Falls Church with a much-needed sustainable transportation alternative, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	John and Nancy Wilson	Supports project
28	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Rajae Nami	Supports project
29	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Celika Bonivente	Supports project
30	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Heidi Bonnaffon	Supports project
31	I am writing to you to voice my support for funding to expand Capital Bikeshare into Falls Church City. Capital Bikeshare would provide an easy and affordable way to get around the community and to the East and West Falls Church Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. The success of Bikeshare in DC, Arlington and the City of Alexandria has shown the way. Fairfax was only considering Reston but businesses in Tysons Corner requested Bikeshare now vs. at a later date. Transportation options rely on choice and interconnectivity. Connecting Falls Church City to Arlington and Fairfax Bikeshare is akin to any number of local bus lines connecting to WMATA buses and metro stations. It makes sense. I want to see Capital Bikeshare come to Falls Church and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Jeff Anderson	Supports project
32	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Christian Bonnaffon	Supports project

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33	I am writing to you to voice my support as a local resident (and also Chair of the Falls Church City Economic Development Authority) for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. Two metro stations bear the Falls Church name, yet they are both just out of range to walk comfortably between the stations and the commercial downtown areas, where many new residential projects have been or are being developed. Bikeshare would provide a strong commuter connection for new residents to these metro stations, without having to get in their cars! I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church. See Public Comment Letters pdf p 19	6W	Projects	Mike Novotny, Falls Church City Economic Development Authority	Supports project
34	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Jason Smith	Supports project
35	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Erik Pelton	Supports project
36	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Robert Puentes	Supports project
37	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Shaun Dakin	Supports project
38	I am writing to you to voice my support as a local resident for funding to expand Capital Bikeshare into Falls Church. Our City is ideally located between two Metro stations -- not to mention the W&OD bike trail -- has an enormously active bicycling community of residents, and we can all benefit from getting out of our cars! My husband bikes to work, and I encourage my kids to ride their bikes to school as often as possible. I regularly walk to meetings in town, and would LOVE the option of being able to grab a bike and go. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Stephanie Oppenheimer	Supports project
39	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Robert Young	Supports project

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40	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Michael Knight	Supports project
41	Please, please, please do not overlook the critical need for improvements on Route 50, Arlington Blvd., through Falls Church, specifically between the Beltway and Seven Corners. This artery is severely inadequate for the traffic flow. It is exceedingly difficult and dangerous to maneuver, especially when trying to make turns. There are frequent fender benders and the local police must constantly patrol this stretch. There have only been minor, spot improvements during the last 20 years and probably more. An extra lane in each direction is the bare minimum improvement needed. This would not break the NVTA's budget but would improve the quality of life for so many people. Fix50 Now!!!	N/A	General	Donn Meindertsma	Fix Route 50
42	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Edward Saltzberg	Supports project
43	See Public Comment Letters pdf p 19. See comment #33 too.	6W	Projects	Mike Novotny, Falls Church City Economic Authority	Supports project. Repetition of the comment sent by the same respondent.
44	Good afternoon - As one of the many commuters that takes 50 between Annandale and Washington, D.C., I urge you to look at fixing Route 50 in Falls Church. Please consider a road widening project and dedicated left turn lanes at <u>all</u> intersections. These two projects would dramatically improve the lives of many commuters in Northern Virginia. Thank you very much for your consideration.	N/A	General	Amy Chai	Widen Route 50
45	Form letter follows, but PLEASE fund Bikeshare in Falls Church! We are a small "City" that could greatly reduce our reliance on cars if we had a great Bikeshare program. Thank you for considering Falls Church City for Bikeshare! I am writing to you to voice my support as a local resident for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Erin Gill	Supports project
46	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Rohini Winters	Supports project
47	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Tamara Powell	Supports project

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48	I live in Falls Church City with my wife and 4 kids. We walk as much as possible -- I prefer to avoid my car when I can. I'm also the CEO of a business (Viget) headquartered in Falls Church City. We have a full-time staff of 65, with about half working in our office at the corner of Washington & Broad St. Many people on our staff are frequent Metro users and would be so even more if provided better "last mile" coverage via Bikeshare. I often encourage residents and businesses to locate here. I'm confident that Capital Bikeshare would not only encourage more to do so, but would reduce traffic and congestion when they do. When these residents and businesses host visitors, as I do often, I expect Bikeshare would get a lot of use. My company has an office in Boulder, Colorado. When there, I no longer rent a car and instead take a bus from the airport to Boulder, then use their local bikeshare solution to get around. It's convenient, affordable, and flexible -- and keeps cars off the road. I'm confident a similar solution would flourish here in Falls Church. Please approve the funding to bring Capital Bikeshare to Falls Church City.	6W	Projects	Brian Williams	Supports project
49	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Tim Witners	Supports project
50	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Sally Cole	Supports project
51	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Kathy Smith	Supports project
52	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Andrew & Mary Anne Painter	Supports project
53	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church. See Comment #177 too.	6W	Projects	Bill Ackerman	Supports project

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54	As a seven year (and counting) resident Falls Church City, Virginia, I would like to voice my strong support for funding Bike Share stations in Falls Church City. I am a regular cyclist (I ride to and from downtown DC, from my home in Falls Church, at least a couple times per week, weather permitting), and I run many of my local errands by bike as well. I have used Capital Bike Share in DC, because even though I own a bike, I do not always have it with me when I need to travel, and riding a Bike Share bike is much faster than walking (and faster than a bus, since there is no wait time), and also very convenient. It would be wonderful to have Bike Share as an option in Falls Church City, both for local errands and for getting to and from the Metro. I have watched Bike Share grow in the region, and I believe Falls Church City is an ideal place to expand the network next. We are between two Metro stations (East and West Falls Church), and we are home to several large business districts, all of which are very short on automobile parking. Many Falls Church City residents like to shop (and dine) locally. All of my "local" errands in Falls Church City are less than 2 or 3 miles, which is a quick trip on a bike (and can often be faster than taking a car, if time has to be spent finding a parking space on either end). As Falls Church City welcomes more mixed use developments, including apartments and condominiums, we will have even more residents who would use Bike Share, for both local errands and getting to and from the Metro. Please consider funding us for Bike Share!	6W	Projects	Annie Rhodes-Kline	Supports project
55	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Maggie Crnic	Supports project
56	I would like to stress that the right of ways currently made between Old Keen Mill and Lee Chapel on the Fairfax County Parkway remain the same. I understand that plans are to put HOV lanes in that area (Area 88-3) when funds are available, as well as the rest of the parkway. I am not interested in other areas at this time, however. I want to know exactly what is planning for this area mentioned above. Area 88-3.	N/A	General	Sam Roberts	Inquiry about HOV on Fairfax County Pkwy
57	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Jessica Morris	Supports project
58	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Gary LaPorta	Supports project
59	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Tracy Warren	Supports project
60	The 3T WMATA bus route between the West Falls Church and East Falls Church Metro stations is ending in a couple of weeks. I think having Bikeshare as an option will help residents and visitors too. Please vote YES for Falls Church!!!	6W	Projects	Debbie Cash	Supports project

Number	Comment	Project Name	Comment Type	Comment By	Summarized Comment
61	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Meghan Goldenberg	Supports project
62	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Ilan Goldenberg	Supports project
63	We in Falls Church have been seeking a connection to the Capital Bikeshare program in DC and Arlington for a long time. Our city is perfect for bike transportation, including to and from our two metro stations, East and West Falls Church. I urge you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Donald Camp	Supports project
64	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Karen Hoofnagle	Supports project
65	Please support funding to expand Capital Bikeshare into Falls Church. Falls Church has ready access to two Metro stations and the W&OD bike trail. Bringing Bikeshare to Falls Church would provide Falls Church residents and visitors with a much-needed sustainable transportation option, and strengthen the wider Bikeshare network's coverage by complementing the stations in neighboring Arlington and Fairfax.	6W	Projects	Kieran Sharpe	Supports project
66	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Ben Morris	Supports project
67	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Derek Hyra	Supports project
68	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Kathleen Nesson	Supports project
69	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Jacqueline Bruner	Supports project

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70	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Diann Bullock	Supports project
71	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Allen Irwin	Supports project
72	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Paula Baake	Supports project
73	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Letty Hardi	Supports project
74	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Emily Reichard	Supports project
75	I am writing to urge reconsideration of FY2017 funding for Item #8, Map Reference 8AA, Fairfax Widening US1 Richmond Highway (Mt Vernon Hwy to Napper Rd). This section of Richmond Highway is heavily congested and has excessive traffic back-ups and accidents. Numerous new construction projects along this route will exasperate the already congested roadway. Ranking this route's score for "Improves connections between jurisdictions and nodes" as weak is incorrect. This route is used to connect commuters coming south on Richmond Hwy from the Capital Beltway (I95/495) who live in Maryland, DC, the city of Alexandria and other points north to their places of business at Fort Belvoir, the Community Hospital at Fort Belvoir, and the big box stores along this route. It is also the only route for commuters heading north from Prince William County to these businesses. This section of Richmond Highway is used by all commuters and local residents to access the Beltway, I-95, and the Fairfax County Parkway. Not funding the widening of Richmond Highway will have a serious impact on the extension of Bus Rapid Transit, known as "Embark Richmond Highway. The bus public transportation ridership on this route is the most heavily used in all of Fairfax County. Improving the time it takes for the buses to travel along Richmond Highway is crucial to encouraging public transportation and to pave the way for future transit systems. Please upgrade the ranking of Item 8 and include funding in FY2017 for this necessary project.	8AA	Projects	Bonnie Wilkins	Supports project

Number	Comment	Project Name	Comment Type	Comment By	Summarized Comment
76	Of all the things Falls Church doesn't need is funding for 16 bikeshare stations. In the 2 square miles of the city it is hard to imagine we could even find adequate space to put 16 stations. I'm not opposed to the bikeshare program, but a \$850K grant to fund 3 years is not a good investment. Falls Church doesn't have a good record of continuing programs of this kind, i.e. the GEORGE circulator bus that was started with outside funding but dropped by the City when it was time to pick up the program in the city budget. Would rather see another bus to get to metro that serves a broader segment of the population than bikes that serve only a limited group. Thanks for the opportunity to comment.	6W	Projects	Ruth Rodgers	Does not support project
77	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Liz Weatherly	Supports project
78	Please do not fund BikeShare in Falls Church. The City is small and resources to continue this program would not necessarily be provided. The number of stations requested is preposterous for a city of our size. Safety and administration costs of the program and the limited number of citizens benefiting from BikeShare make it a dubious benefit.	6W	Projects	Pat Meyers	Does not support project
79	Hello! I live in Falls Church City and am an avid pedestrian and cyclist. My family (including two small children) makes it a huge priority to use our feet to run our daily errands. A number of our neighbors are similarly committed, and deliberately choose to live in smaller homes, apartments, and condos in the denser center of Falls Church City in order to make sustainable living a priority. Now is the perfect time and opportunity to magnify the impact of these individual decisions. As a City, need to do everything possible to get away from the traffic, congestion, and pollution of cars and to foster walking and biking. Expanding Capital Bikeshare in Falls Church is a fabulous idea - it helps link two Metro stations with a compact and vibrant downtown, as well as strengthening the biking community and bike networks in Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Diane Bartley (& family)	Supports project
80	I wish to see the widening of Route 50 through Falls Church added as a project. The traffic through this area, morning and afternoon, is terrible and getting worse. Widening is desperately needed.	N/A	General	Richard Foy	Widen Route 50
81	I am trying to find out if there are any improvements planned for Battlefield Parkway, between The Dulles Toll Road and Evergreen Mill Road. Traffic has always been a huge problem and now there is a large shopping center going in with a high flow retail Wal-Mart store opening up. I would appreciate any information I can pass along to my neighbors.	N/A	General	Shamus Patrick O'Hara	Inquiry about Battlefield Pkwy
82	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Cory Weiss	Supports project
83	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Catherine Aldana	Supports project

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84	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church. We are a community that loves to get around on foot and bikes!	6W	Projects	Monica Freas	Supports project
85	Richmond Hwy has been in discussion for many, many years. The communities and individuals living and some working along the Highway's corridor deserve to have better transportation and more multi modal means. For the largest population impact, this project needs to be funded! Please put this back on track!	8AA, 8BB, 8EE	Projects	Leah Lamba-Skidmore	Supports projects
86	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Felicia Schwenk	Supports project
87	I can't make it to any upcoming public hearings due to work and school, but please take my following comments into consideration regarding the NVTAs decision to not fund the Widening Richmond Highway from Napper Road to Mount Vernon Memorial Highway. I am the last person who would advocate for road widening merely for the sake of moving more cars through an area. But this road widening is not for cars, it's for the future of public transit and livable communities in Fairfax County. This project literally paves the way for BRT along Richmond Highway. This area is desperate for lower-cost, high-quality transit. We cannot accommodate more cars. But so many people are forced to drive because the sidewalks are disconnected and unsafe. The buses run slow, stuck in congested car traffic, and the bus stops are unsafe or uninviting to riders. There is zero infrastructure for people who bike. If bike lanes only influenced 3-5% more people to bike in this area, that would be equivalent to thousands of cars off the road. This projects will improve these conditions for everyone. With BRT and safe sidewalks, more people will opt to take transit or walk or bike and fewer people will drive, bringing traffic relief and more livable, healthy communities to the highly congested Richmond Highway corridor. Please reconsider your decision to not fund the Widening Richmond Highway from Napper Road to Mount Vernon Memorial Highway and allow BRT to move forward.	8AA	Projects	Alexis Glenn	Supports project
88	This message is to urge you to obtain continued funding for the project WIDEN Richmond Highway between Napper Road (Costco) and Mount Vernon Memorial Highway (Roy Rogers). This project is needed to increase safety of pedestrians and cars in this dangerous corridor in addition to the economic development of southeast Fairfax County.	8AA	Projects	Lucy Look	Supports project
89	See Public Comment Letters pdf p 20	N/A	General	Tracy Scriba	Improve Route 50
90	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Gordon Theisz	Supports project
91	I would like to add my voice to the appeal to fund Bikeshare in the City of Falls Church. As a resident of the City and one who resides within shouting distance of the W&OD Trail, I appreciate living in a community where bicycles can and do serve as a primary mode of transportation. I believe it is in the public interest to encourage cycling, particularly as our city and neighboring communities continue to grow and place more demands on limited transportation resources. Please support our bicycle commuters (the undersigned included) by funding Capital Bikeshare in Falls Church.	6W	Projects	George Topic & Anne Topic	Supports project

Number	Comment	Project Name	Comment Type	Comment By	Summarized Comment
92	I am writing to you to voice my support as a local resident for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would be a terrific addition to enhance the region's options to avoid driving. As a resident of Fairfax County who shops and works in Falls Church city, I strongly believe that the wider network's coverage would be a truly useful complement to the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Sue Schramm	Supports project
93	See Public Comment Letters pdf p 21-22	8CC	Projects	Derek M. "Dak" Hardwick	Supports project
94	I am writing to you to urge you to fund Capital Bikeshare expansion into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I personally take bikeshare nearly every day and thus eliminate a car trip each morning and evening in my commute. Bikeshare will take cars off the road, reduce congestion, and improve air quality in our area. I want to see Capital Bikeshare come to Falls Church. Please approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Matt Harris	Supports project
95	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Dawn Loper	Supports project
96	See Public Comment Letters pdf p 23	8AA	Projects	John M. Tromba	Supports project
97	See Public Comment Letters pdf p 24	6W	Projects	Raymond Arnaundo, Falls Church Environmental Sustainability Council	Supports project
98	I am writing to voice my strong support for funding the expansion of Capital Bikeshare into the City of Falls Church. It would provide an easy and affordable way for residents and visitors to get around the community as well as provide an important connection to and from the East and West Falls Church Metro stations. Transportation options rely on choice and interconnectivity. Bringing Capital Bikeshare to Falls Church will not only provide a much-needed sustainable transportation option to this area, it will also serve to strengthen the wider Capital Bikeshare network. The addition of Falls Church to Capital Bikeshare will connect the networks of neighboring Arlington and Fairfax Counties, expanding regional transportation choices and helping to provide needed congestion relief to the region. That's all the more important as we head into Metro's SafeTrack renovation/refurbishment program.	6W	Projects	Peter Oppenheimer	Supports project
99	As a 24 year resident of Herndon, VA and a member of the Town's Pedestrian and Biking Advisory Committee, I am writing to request that State transportation revenue funding be designated for the East Elden Street Improvement Project. That section of East Elden Street has not had any major improvement during the 24 years I have lived in Herndon. During that time traffic of all types (vehicle, bicycle, bus and pedestrian) has steadily increased. I am a frequent pedestrian in the area and it has become increasingly difficult to find any safe place to cross this section of Elden Street. Crosswalks are spaced too far apart to be practical and their design is inadequate for handicapped users. There is no median separating the east and west bound traffic lanes for part of the distance and where there is a median, it provides no refuge for pedestrians or bikers. This project is in desperate need of funds for completion. I am requesting your support.	1T	Projects	Nancy Myers	Supports project

Number	Comment	Project Name	Comment Type	Comment By	Summarized Comment
100	I'm concerned that making the priority as "Immediate" measurable impacts to congestion reduction instead of longterm impacts is short sighted, placing far more value on widening roads instead of improving transit accessibility. The Katy Freeway had been widened to more than 20 lanes which immediately alleviated congestion but spurred sprawl resulting in congestion levels even worse then before just a few years later. I think this sprawl diminishes the practicality and impact that transit can have on alleviating congestion and improving throughput which makes he region even more dependent on SOVs. I'm all for improving transit funding but if we continue to prioritize funding to widening roads, the benefit of transit projects is nominal. I'd consider one of our most important priorities should be reducing Vehicle Miles Traveled overall and per person. This seems to be the only truly effective method of alleviating congestion. Please no more widened roads	N/A	General	Bayley Vanderpoel	No more road widening
101	See Public Comment Letters pdf p 25	1T	Projects	Kevin East	Supports project
102	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Jeff Peterson	Supports project
103	I am writing to voice my support for funding the expansion of Capital Bikeshare into the City of Falls Church. It would provide an easy and affordable way for residents and visitors to get around the community as well as provide an important connection to and from the East and West Falls Church Metro stations and to the W&OD Trail. Bike sharing is especially suited to a small city through which the heavily used W&OD Trail runs for a mile or more AND which is situated between 2 Metro stations. Transportation options rely on choice and interconnectivity. Bringing Capital Bikeshare to Falls Church will not only provide a much-needed sustainable transportation option to this area, it will also serve to strengthen the wider Capital Bikeshare network. The addition of Falls Church to Capital Bikeshare will connect the networks of neighboring Arlington and Fairfax Counties, expanding regional transportation choices and helping to provide needed congestion relief to the region. I urge you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Peter Hart	Supports project
104	We are writing to you to voice my support as local residents for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Anna Bysfield	Supports project
105	I am writing to voice my support for funding the expansion of Capital Bikeshare into the City of Falls Church. It would be part and parcel of a continous set of stations from Reson all the way down to Alexandria. Like many infrastructure projects (bridges, roads, telephone lines (in the 1800s) their immediate effects weren't that visible. But in the long haul, they demonstrated the return on investment 100-fold. So it will be with Capital Bikeshare, with the only difference that it doesn't only provide transportation. It also provides health, clean air, less congestion and bikeriding alert citizens. Like other "alternatives" it will become mainstream (solar power, organic foods, etc.) so let us be in the forefront! Transportation options rely on choice and interconnectivity. Bringing Capital Bikeshare to Falls Church will not only provide a much-needed sustainable transportation option to this area, it will also serve to strengthen the wider Capital Bikeshare network. The addition of Falls Church to Capital Bikeshare will connect the networks of neighboring Arlington and Fairfax Counties, expanding regional transportation choices and helping to provide needed congestion relief to the region. I urge you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Tove Anders Elfström	Supports project

Number	Comment	Project Name	Comment Type	Comment By	Summarized Comment
106	I am writing to you to voice my support as a 13 year resident for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. Plus, we have the W&OD Bike path running right through our City, so it makes perfect sense!!!! We are the link between Arlington & Vienna and beyond & this would be a wonderful way to cut down on vehicle traffic and encourage more residents to exercise and explore the City on wheels. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Regan Davis	Supports project
107	See Public Comment Letters pdf p 26	1T	Projects	Jeff Davidson	Supports project
108	I am writing to you to voice my concern about the justification for the proposed bike share program in Falls Church (City). Bike Share projects make sense in broad geographic areas where an individual's trip length can be greatly shortened by accessing a bike and transporting it to one or more destinations of interest. Downtown DC is an excellent example: a visitor can take a bike from a one tourist destination to another & then leave it. Or a businessman can take a bike to and from a lunch location. Falls Church City is a small City (walkable) and has a few minor multiple near-distance points of interest. (I'm sure you've heard of and wanted to visit sites such as Cherry Hill Farm; Tinnner Hill; and the State Theater.) The primary anticipated bike-share objective is to access one of the two Metro station located on each end of a mile-and-a-half long City. This concept use would result in a morning bike share surge toward Metro where they would be parked all day and then a return surge of bike share from Metro each evening. Regular metro riders who bike to the station already own a bicycle for this purpose (I did so for 12 years) ; why do bike commuters want to risk borrowing a capital bike share bike when they can take their own bike, lock it, and be sure that it is still there at the end of the day for the return trip. I think the plan for a bike share program at Fall Church City is driven by a desire to access free money rather than based on rigorous planning.	6W	Projects	Gilbert Bowman	Does not support project
109	I am writing this email requesting the funding for the Herndon East Elden Street Improvement project. I have lived in Herndon since 1989 when I bought my house here. I also like to bike whenever I can. At one point in time, I only had bicycle to get around in therefore I know how important this project is to Herndon residents. Since I also seat on the PBAC committee, I know this plan was endorsed by the PBAC committee. This improvement would allow for safer vehicle movements in which will encourage more people to use their bikes. I request your favorable action in funding this project. Thank you.	1T	Projects	Yung Kim, PE	Supports project
110	As a City of Falls Church, I support funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bikeshare in, through, and around the City would be really important during the years long METRO upgrades/renovations as there are two (2) stations immediately adjacent to the City of Falls Church. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Debra Gee	Supports project
111	I am writing to you to voice my concerns as a local resident for funding to expand Capital Bikeshare into Falls Church. Installing 16 bike Bikeshare stations in a very small, mostly residential City, appears impractical. And costly! \$850,000 now, with a promise of \$2 million later, is a lucrative incentive for any City planner. Perhaps one Bikeshare station as a trial to determine if anyone uses it. The proposal notes 3 priority bike riding corridors. Washington Street (29) is a two lane narrow State road. Broad Street (route 7) is another narrow road with limited sidewalk. The W&OD one mile long bike trail connects the two Metro stations. I believe Commuters could benefit from stations at East Falls Church Metro ( in Arlington ) and West Falls Church Metro (in Fairfax.)	6W	Projects	J Bowman	Does not support project
112	See Public Comment Letters pdf p 27	6T, 3M, 1S, 8FF, 5D	Project/ General	Eileen Curtis, Dulles Regional Chamber of Commerce	Supports projects and not allocating all funds this year.

Number	Comment	Project Name	Comment Type	Comment By	Summarized Comment
113	Please fund the expansion of Capital Bikeshare into the City of Falls Church. This project has been shown to be relatively cost effective in reducing traffic congestion in Northern Virginia and would provide an easy and affordable way for residents and visitors to get around the community as well as access the East and West Falls Church Metro stations. To effectively reduce traffic congestion, alternatives to driving alone require choice and interconnectivity. Bringing Capital Bikeshare to Falls Church would provide a much-needed sustainable transportation option to this area and strengthen and expand the wider Capital Bikeshare network. The addition of Falls Church to Capital Bikeshare would connect the networks of neighboring Arlington and Fairfax Counties, expanding regional transportation choices and cost-effectively providing needed congestion relief to the region While this expansion of Capital Bikeshare is an excellent project for NVTAs regional funding, a far more cost-effective project would be to fund the installation of bicycle parking racks at a wide variety of activity centers and bicycle storage lockers at VRE stations. The lack of convenient and secure bicycle parking is a major deterrent to utilitarian bicycle trips. The transportation planning staff in Northern Virginia localities should develop such bicycle parking projects for the next funding cycle. I urge you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Allen Muchnick	Supports project
114	I am writing to you to voice my support as a local resident for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I have 2 daughters who would benefit, and lots of Metro commuters would benefit from a shorter walk to Metro. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Dan Ross	Supports project
115	I am deeply concerned about the amount of motorized vehicle traffic in west falls church area, added to that we have a serious lack of student friendly sidewalks for traversing between home and school. Anything i can do to reduce vehicle traffic on our crowded arteries, I am strongly in favor of. This will additionally foster a sense of community and peaceful co-existence in our small city. Therefore, I am writing to you to voice my support as a local resident for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Mary Ellen Miller	Supports project
116	I am a Falls Church City homeowner and recreational cyclist who would love to have Capital Bikeshare in Falls Church. I would appreciate another transportation option, as well as the positive impact on traffic, pollution, and community feel. Please fund stations within FCC limits as well as at the East and West Falls Church Metro stations.	6W	Projects	Amanda Springmann	Supports project
117	I am writing to you to voice my support as a local resident for funding to expand Capital Bikeshare into Falls Church. With all the construction currently underway and more being approved at an alarming rate, we really need transportation alternatives. The traffic on Route 7 is becoming unbearable and many motorists are bypassing this by driving, quite quickly, through residential streets. Much of the traffic occurs during the time that children are walking to/from school. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Eric Hauptmann	Supports project
118	I am writing to you to voice my support as a local resident for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Corey Jannicelli	Supports project

Number	Comment	Project Name	Comment Type	Comment By	Summarized Comment
119	As someone who would like to begin riding my bike to work, I am writing to voice my support for funding the expansion of Capital Bikeshare into the City of Falls Church. It would provide an easy and affordable way for residents and visitors to get around the community as well as provide an important connection to and from the East and West Falls Church Metro stations.	6W	Projects	Marta Swymelar Vanech	Supports project
120	This concept hurts small bike shops that rent bicycles. These crony concepts are failing in DC. This will end up hurting the taxpayer who pays for these bad ideas as it has cost them everywhere else this is tried. We don't need to subsidize rich peoples bike rides, in DC the average rider makes over 100K/year. The system needs to be self sustaining. Open up areas for business to set this up privately and charge a rate that makes sense, then all these problems are solved. This is a dumb (albeit trendy) idea!!	6W	Projects	Jarrett Bolden	Does not support project
121	I am writing to request the authority to consider widening Route 15 North of Leesburg similar to what was done South of Leesburg. There is an enormous bottle neck created due to the amount of commuter traffic from Pennsylvania, West Virginia and Maryland drivers traveling to and from the DC region. Route 15 is a MAJOR commuting route as a result of the Point of Rocks bridge, however, it is only two lanes from Leesburg to Point of Rocks. The authority should consider funding improvements from the Regional Congestion Relief Tax to relieve this incredible traffic issue negatively effecting the local Virginia residents.	N/A	General	Jeffrey Schneider	Widen Route 15 north of Leesburg
122	See Public Comment Letters pdf p 28	6W, 6T, 3M, 1S, 8FF, 5D, 8DD	Project/ General	Ann Yanagihara	Does not support 6W, supports rest of projects and suggests not allocating all funds this year.
123	I am writing to voice my support for funding the expansion of Capital Bikeshare into the City of Falls Church. It would provide an easy and affordable way for residents and visitors to get around the community as well as provide an important connection to and from the East and West Falls Church Metro stations. I fully support this idea and hope we can move forward with it! We need more transportation options in the City of Falls Church other than just car and metro, and this would help us get there. I think adding bike lanes alongside Rt. 29 and 7 would also help improve transportation around the Little City.	6W	Projects	Lisa Welde	Supports project
124	Look at extending 28 through to Maryland. Hook up with 270. There needs to be more bridges across the Potomac River. The traffic is ridiculous! Route15 and the bypass back up at 4 pm now. I live 15 north. It's very hard to get home now.	N/A	General	Stacey Osborne	Extend Rt28 through MD and more Potomac River bridges.
125	I am writing to you to voice my support as a local resident for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. FCC pays a premium in taxes and we deserve to have a resource like this!!! It is not only great for the community but for the earth as well!! I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Janel Conforti	Supports project
126	This addition to our Little City would be a great incentive to get people out and about biking and walking rather than taking mass transport. I can also see my kids using it in the future as an alternative to driving! I am writing to you to voice my support as a local resident for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Kristen Ross	Supports project
127	I appreciate the opportunity to support Capital Bikeshare exansion into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and enjoy all Falls Church has to offer. Bringing Bikeshare to Falls Church will strengthen the wider network's coverage, by complementing the networks in neighboring Arlington and Fairfax. Please approve funding for Capital Bikeshare in Falls Church.	6W	Projects	John J. Klein	Supports project

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128	I am writing to you to voice my support as a local resident for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Will Gaskins	Supports project
129	I am writing to you to voice my support as a local resident for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare offers an environmentally friendly and healthy alternative to typical transportation methods (cars & busses). Capital Bikeshare would be ideal for Falls Church City, since the metro stations are outside of Falls Church City proper. Capital Bikeshare would help promote businesses and community by facilitating entry into our city (without added pollution or congestion). Strengthening the Capital Bikeshare network will continue Northern Virginia's standing as a progressive, thoughtful, and vibrant destination.	6W	Projects	Hylton Mayer	Supports project
130	I am writing to you to voice my support as a local resident for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Michelle Whitaker	Supports project
131	See Public Comment Letters pdf p 29	6W, 1S, 1U, 5D, 3M, 3N, 6T, 8FF	Project/ General	Virgil Frizzell, Northern Virginia Association of Realtors	Does not support 6W, supports rest of projects and suggests not allocating all funds this year.
132	I have been informed that the NVTA has not included widening Richmond Highway from Napper Road to Mount Vernon Memorial Highway in your list of recommended projects for FY2017, despite a \$5 million request from Fairfax County. As a concerned citizen, I would strongly request that you reconsider. Your recommendations are formed by a deeply flawed analysis. You rated the proposed Richmond Highway project as "weak" in the area of "Improves connections between jurisdictions and nodes." This is despite that the project improves connections between Prince William County, Fort Belvoir, Fairfax County, and the City of Alexandria. Additionally, Richmond Highway connects to the Beltway, I-95, and the Fairfax County Parkway. 1) Last year, the preliminary engineering and environmental assessments received start-up funding. But, additional funds are needed to meet critical milestones with other parts of project preparation, such as completion of the engineering phase, utility relocation, site plan, and right-of-way acquisition, These must be completed in order to submit an application to widen Richmond Highway between Napper Road and Mount Vernon Memorial Highway Rogers. 2) Widening Richmond Highway is a critical component in the extension of Bus Rapid Transit, known as "Embark Richmond Highway."	8AA	Projects	Stephen Keat	Supports project
133	Please continue to fund projects to improve and enhance the highway and road ways on and around the Route 1 corridor. This section of the county has languished for many years. The recent completed construction projects, such as increased lanes near Ft. Belvoir and the Fairfax County Parkway, have already benefitted the residents in this corridor. In addition, The collaboration between Ft. Belvoir leaders and county representatives that resulted in the opening of Jeff Todd Way is absolutely fabulous. We feel much more connected to Kingstowne and Springfield. It saves substantial time for both business and personal trips. Please, please, please do not overlook the continued needs for the residents in this part of the county. We need the bus terminal to make traveling along this corridor more efficient and improve service to the residents. With the increase in construction projects and more employees on Ft. Belvoir, it seems reasonable to mov forward to prepare for this increased influx.	8AA	Project/ General	Lloyd and Vontell Tucker	Supports project and other improvements around Route 1

Number	Comment	Project Name	Comment Type	Comment By	Summarized Comment
134	I am writing to you to voice my support as a local resident for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. I would love to make use of Capital Bikeshare while running work-related errands in Falls Church! Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Sheila Frost	Supports project
135	I am writing to you to voice my support as a local resident for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. Bikeshare also improves our local economy by bringing more foot traffic to businesses and restaurants. Our previous home town had bike share and it was a great resource for the community! I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Tara Villano	Supports project
136	I support including Falls Church in the bike share exchange.	6W	Projects	Barbara Cereghino	Supports project
137	I am writing to you to voice my support as a local resident for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Paul Loker	Supports project
138	I am writing to you to voice my support as a local resident for funding to expand Capital Bikeshare into Falls Church. One of the great resources in the City of Falls Church is the mile and a half portion of the Washington & Old Dominion Trail (W&OD) that crosses through the City beginning at the west side of the Lee Highway crossing and ending at the Trail Bridge over West Broad Street. The W&OD Trail is the third "Great Street" in the City. Broad Street and Washington Street are the main historical thoroughfares in the City. However, as biking is growing in popularity, the importance and popularity of the W&OD is growing. Washington, DC has 153 Bikeshare stations, Arlington has 84, Alexandria 8, Fairfax is in the process of adding stations, and Montgomery County has plans for more than 50. The lack of bicycle infrastructure is a major impediment to running a successful bike-share system and attracting the bicycling demographic to the City of Falls Church. The planned intermodal transit plaza at the corner of South Washington Street and Hillwood Avenue, the Tinner Hill (Lincoln) project on Maple Avenue, the Harris Teeter project on Broad Street, and the Mason Row Project at Broad and West offer four opportunities for possible Bikeshare stations in Falls Church. With the West Falls Church Metro Station and the East Falls Church Metro Station bookending the City, the lack of Bikeshare facilities in the City creates a huge gap in the region's bicycle infrastructure. I respectfully request that the NVTA and NVTC approve the City's requests for capital and operating funds for Bikeshare facilities close the bicycle infrastructure gap in the City of Falls Church.	6W	Projects	Harold Morgan	Supports project
139	I am a resident of Falls Church. I am writing to voice my support for funding the expansion of Capital Bikeshare into the City of Falls Church. It would provide an easy and affordable way for residents and visitors to get around the community as well as provide an important connection to and from the East and West Falls Church Metro stations.	6W	Projects	Eugenia Pyntikova	Supports project
140	Falls Church City needs the bikeshare to provide residents with much needed alternative modes of transportation. Access to a bikeshare would encourage many residents who currently drive to the Farmers' Market or the Metros to bike. The bikeshare would be ideal for residents like me, who live one mile from a metro. As a daily metro commuter, I would use the bikeshare every workday. I would also use the system on the weekends for the Farmers' Market, library and shopping at the Harris Teeter. I appreciate your consideration of my request.	6W	Projects	Jeremy Paner	Supports project

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141	I am writing to you to voice my support as a local resident for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Jessica Grenfell	Supports project
142	I am writing to you to voice my support as a local resident for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Jeff Davison	Supports project
143	I am writing to voice my support as a local resident for the expansion of bike-share into the City of Falls Church. I believe that implementing bike-share in our community would provide a direct benefit to both City residents and regional commuters for the following reasons: * it would provide first mile / last mile connections to the Metrorail. The East Falls Church and West Falls Church Metrorail stations border the City. Many Falls Church City residents live within a mile of one of these stations but are unable to connect to them other than by car. Having bike-share access would enhance their accessibility to transit. * vehicular and bike parking capacity at East Falls Church Metro is severely limited. Bike-share would help to address the growing demand for parking at the East Falls Church station from Falls Church City and regional transit riders. * it would extend the regional bike-share network. Both Arlington County and Fairfax County have announced plans to install bike-share stations in the East Falls Church neighborhood and Tysons Corner, two communities that border Falls Church City. Expanding bike-share to Falls Church City would offer riders a more complete network. * it would relieve congestion while encouraging green practices by offering residents and visitors with another travel option For these reasons, a bike-share system in our City would make a significant impact, and receiving operational funds from NVTA is crucial to the success of this project.	6W	Projects	Janie Nham	Supports project
144	I am writing to urge reconsideration of FY2017 funding for Item #8, Map Reference 8AA, Fairfax Widening US1 Richmond Highway (Mt Vernon Hwy to Napper Rd). This section of Richmond Highway is heavily congested and has excessive traffic back-ups and accidents. Numerous new construction projects along this route will exasperate the already congested roadway. Ranking this route's score for "Improves connections between jurisdictions and nodes" as weak is incorrect. This route is used to connect commuters coming south on Richmond Hwy from the Capital Beltway (I95/495) who live in Maryland, DC, the city of Alexandria and other points north to their places of business at Fort Belvoir, the Community Hospital at Fort Belvoir, and the big box stores along this route. It is also the only route for commuters heading north from Prince William County to these businesses. This section of Richmond Highway is used by all commuters and local residents to access the Beltway, I-95, and the Fairfax County Parkway. Not funding the widening of Richmond Highway will have a serious impact on the extension of Bus Rapid Transit, known as "Embark Richmond Highway." The bus public transportation ridership on this route is the most heavily used in all of Fairfax County. Improving the time it takes for the buses to travel along Richmond Highway is crucial to encouraging public transportation and to pave the way for future transit systems. Please upgrade the ranking of Item 8 and include funding in FY2017 for this necessary project.	8AA	Projects	Charlotte Brown	Supports project
145	See Public Comment Letters pdf p 30	1U	Project/ General	Tom Finkenbinder	Supports project/Suggests NVTA project evaluation take more consideration for public safety issues
146	See Public Comment Letters pdf p 31	8AA	Project	Edythe Frankel Kelleher, Southeast Fairfax Development Corporation	Supports project

Number	Comment	Project Name	Comment Type	Comment By	Summarized Comment
147	See Public Comment Letters pdf p 32-33	6T, 3M, 1S, 8FF, 5D, 1U	Projects/ General	Brian Fauls/Anthony Howard, Loudoun County Chamber of Commerce	Supports projects/suggests congestion reduction needs to be a larger percentage of weighted scoring.
148	See Public Comment Letters pdf p 34	6T, 3M, 1S, 8FF, 5D, 8DD, 6W	Projects	Bob Chase, NVTAlliance	Does not support 6W, supports rest of projects and suggests not allocating all funds this year.
149	State partnership providing multimodal benefits, cost sharing and faster delivery. See Public Hearing Transcript p 28-34	6T	Projects	Deputy Secretary Nick Donohue, Commonwealth of VA	Supports project/Suggests NVTVA project evaluation take more consideration for public safety issues
150	Safety; Access for emergency vehicles. See Public Hearing Transcript p 35-39	1U	Projects	Anthony Mino, Chief of the Loudoun County Volunteer Rescue Squad	Supports project
151	RT7/Battlefield: only remaining at-grade intersection/safety/congestion; E Elden St: congestion, flooding. See Public Hearing Transcript p 40-43	1U, 1T	Projects	State Senator Jennifer Wexton	Supports project
152	Only remaining at-grade intersection, multimodal access, Leesburg Executive Airport. See Public Hearing Transcript p 43-45	1U	Projects	Supervisor Kristen Umstattd	Supports projects
153	Only remaining at-grade intersection, alternative to Greenway. See Public Hearing Transcript p 45-48	1U	Projects	Supervisor Ron Meyer	Supports project
154	Congestion, regional employment center, multimodal, flooding. See Public Hearing Transcript p 48-51. See Public Comment Letters pdf p 6-11	1T	Projects	Mayor Lisa Merkel	Supports project. Repetition of the letter sent by the same respondent.
155	Multi-state connection, multimodal link needs grade-separation. See Public Hearing Transcript p 51-54	1U	Projects	Mayor Dave Butler	Supports project
156	Multimodal, safety, airport. See Public Hearing Transcript p 54-56	1U	Projects	Vice-Mayor Kelly Burk	Supports project
157	No interstates and therefore no access to federal money, safety - particularly for pedestrian and bikers. See Public Hearing Transcript p 56-58	1U	Projects	Evan Macbeth	Supports project
158	Safety for all, congestion. See Public Hearing Transcript p 58-60	1U	Projects	Sean Dikeman, president of the Loudoun County Chapter of the Virginia Police Benevolent Association	Supports project
159	Congestion reduction, VMT reduction, multi-modal. See Public Hearing Transcript p 60-64	8CC, 8DD	Projects	Jerry King, Alexandria Transportation Commission	Supports project

Number	Comment	Project Name	Comment Type	Comment By	Summarized Comment
160	Bus rapid transit (BRT), regional connection, safety, congestion reduction. See Public Hearing Transcript p 64-67,Public Comment Letters pdf p 31	8AA	Projects	Edythe Frankel Kelleher, Southeast Fairfax Development Corporation	Supports projects. Repetition of the letter sent by the same respondent.
161	Route 7 is a regional corridor, safety, congestion reduction. See Public Hearing Transcript p 67-70, Public Comment Letters pdf p 32-33	6T, 3M, 1S, 8FF, 5D, 1U	Project/ General	Brian Fauls, Loudoun County Chamber of Commerce	Supports projects/suggests congestion reduction needs to be a larger percentage of weighted scoring. Repetition of the letter sent by the same respondent.
162	Congestion reduction, quality of life. See Public Hearing Transcript p 70-72	1U	Projects	Ron Campbell	Supports project
163	Congestion reduction, economic development, best return on investment. See Public Hearing Transcript p 73-74	6T, 3M, 1S, 8FF, 5D, 8DD	Projects	Kevin McNulty, Northern VA Chamber of Commerce	Supports projects
164	Congestion reduction. See Public Hearing Transcript p 75-76	1U	Projects	Jason Ufland	Supports project
165	Only remaining at-grade intersection, congestion reduction, safety. See Public Hearing Transcript p 77-78	1U	Projects	Craig S. Lane	Supports project
166	Congestion reduction, safety. See Public Hearing Transcript p 78-80	1U	Projects	Gwen Pangle	Supports project
167	Regional connection, congestion reduction, safety. See Public Hearing Transcript p 80-83	1U	Projects	Ken Reid	Supports project
168	Congestion reduction, HB 599 rating, Bikeshare is not a regional project. See Public Hearing Transcript p 83-86,Public Comment Letters pdf p 34	6T, 3M, 1S, 8FF, 5D, 8DD, 6W	Projects	Bob Chase, NVTAlliance	Does not support 6W, supports rest of projects and suggests not allocating all funds this year. Repetition of the letter sent by the same respondent.
169	Transit oriented development, widening will not reduce congestion. See Public Hearing Transcript p 87-90. See Public Comment Letters pdf p 59-61	3Q, 6W, 8DD, 6S, 8Y, 6U, 9P, 8FF, 8CC	Projects	Stewart Schwartz, Coalition for Smarter Growth	Supports more funding for transit projects in general.
170	Only remaning at-grade intersection. See Public Hearing Transcript p 91-93	1U	Projects	Kevin Wright	Supports project
171	Access to regional transit system/trails/bike networks, local access-VMT reduction. See Public Hearing Transcript p 93-96	6W	Projects	Sonya Breehey	Supports project
172	Compact/mixed-use/transit oriented development, environment-friendly. See Public Hearing Transcript p 96-99. See Public Comment Letters pdf p 49-51	3Q, 6W, 8DD, 6S, 8Y, 6U, 9P, 8FF, 8CC	Projects	Kelsey Crane, Sierra Club	Supports more funding for transit projects in general and reducing carbon emissions.
173	Congestion reduction, VRE station serves multiple jurisdictions, modal balance, safety. See Public Hearing Transcript p 99-101	6T, 3M, 3Q	Projects	Council member Preston Banks	Supports project
174	Connection to regional and local destinations, congestion reduction. See Public Hearing Transcript p 101-104	6W	Projects	Howard Albers	Supports project
175	Economic development, multimodal, congestion reduction. See Public Hearing Transcript p 104-107	8Y	Projects	Robert Mandle	Supports project
176	Support only truly regional projects. See Public Hearing Transcript p 107-110	1U, 1T, 6W	Projects	Robert Whitfield	Does not support 1T/6W; supports VDOT informational signage

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177	Regional connections, safety, congestion reduction. See Public Hearing Transcript p 110	6T, 3M, 1S, 5D, 8FF, 6S, 6W	Projects	Matthew Kahn	Does not support 6S/6W
178	See Public Comment Letters pdf p 35	8BB	Projects	James Davenport, Prince William County	Support project/Cost explanation
179	I am writing to urge reconsideration of FY2017 funding for Item #8, Map Reference 8AA, Fairfax Widening US1 Richmond Highway (Mt Vernon Hwy to Napper Rd). As a regular user of this section of Richmond Highway, I know it to be heavily congested, with excessive traffic back-ups and accidents. Numerous upcoming construction projects along this route will only exacerbate the already congested roadway. Much of the congestion is a result of the fact that this route is used to connect commuters who use the Capital Beltway or who live in other points north (such as the City of Alexandria) to their places of business, such as Fort Belvoir, Quantico, and the big box stores along Richmond Highway. It also is the only route commuters heading north from Prince William County have to access certain of these businesses. Finally, this section of Richmond Highway is used by all commuters and local residents to access the Beltway, I-95, Fairfax County Parkway, and the Metrorail. As important as these points are, it also must be noted that not funding the widening of Richmond Highway will have a serious impact on the extension of the Bus Rapid Transit project known as "Embark Richmond Highway." This is especially unfortunate, as it serves only to deter future planning and progress. The bus public transportation ridership on this route is the most heavily used in all of Fairfax County. Improving travel times for the buses traveling along Richmond Highway is crucial to encouraging public transportation, improving the environment, and paving the way for future transit systems. With these and other points in mind, I urge you to reconsider FY2017 funding for Item #8, Map Reference 8AA, Fairfax Widening US1 Richmond Highway (Mt Vernon Hwy to Napper Rd).	8AA	Projects	Carla Crandall	Supports project
180	I am writing in support of bring bike share to the City of Falls Church. It is something that is desperately needed for our City. Thanks for listening. See comment # 53 too.	6W	Projects	Bill Ackerman	Supports project. Repetition of the comment sent by the same respondent.
181	I would like to express my strong support for BikeShares in the City of Falls Church. There is alot of interest in having more options to bike in the City. I know of several neighbors who took up biking to work to avoid metro safe track issues and I know a bike share program will encourage more residents to get out of their cars and on a bike. Please bring BikeShare to the City Of Falls Church.	6W	Projects	Monica Freas	Supports project
182	See Public Comment Letters pdf p 36	6W	Projects	Rob Sherman	Supports project
183	See Public Comment Letters pdf p 37	3Q	Projects	Delegate Bob Marshall	Supports project
184	I am excited to hear that there will be an additional parking structure for the VRE in Manassas Park but, I am also concerned about the amount of money being spent to build it. As a resident of Manassas Park I am not for increased property taxes and/or additional congestion on Manassas Drive/ Route28 North or South during peak hrs. I feel that another road leading out from this parking structure should be used to gain access to Route 28 North/ Compton Rd. Can't wait to see the new pedestrian walk pathways, that are much needed.	3Q	Projects	Brenda Carter	Supports project
185	A garage is badly needed at the Manassas Park VRE Station. Please consider this need in your FY2017 plan.	3Q	Projects	Gwen Perweiler	Supports project
186	Thanks for considering our request. Yes, it is important to expand the parking at MANASSAS park VRE station.	3Q	Projects	Rajiv Kumar	Supports project
187	We are in a dire need for the VRE parking extension at the Manassas Park VRE station. I have been riding this VRE for the last over 10 years and it has come to point that we can't even get the parking while taking the morning 7:33 train from this station. This issue needs to be resolved by considering to build a garage to accommodate current and future parking needs.	3Q	Projects	Sushil Kataria	Supports project
188	As a resident of the Town of Leesburg for the last 11 years, I have seen the traffic at this intersection get progressively worse. I write this message to ask you to please fund the Battlefield Parkway/Rt. 7 Interchange Project.	1U	Projects	Victor Wither	Supports project

Number	Comment	Project Name	Comment Type	Comment By	Summarized Comment
189	I am a long-time Loudoun County resident. I live in Sterling VA, but frequently make trips to Leesburg and beyond (my family lives in Pittsburgh PA). You need to make the Rt. 7 and Battlefield Pkwy intersection a priority in your planning. It makes no sense to eliminate so many traffic lights on Rt. 7 between Countryside and Berryville, but to leave that one in place. It is a major bottleneck as a result of the amount of traffic heading in every direction, so the light cycle is long. And compounding the problem is the amount of lane changing going on in that area since the Rt. 15 Bypass interchange is just west of the light, making this a very dangerous intersection. I urge you to provide funding for an interchange to replace that traffic light.	1U	Projects	Shelley Tamres	Supports project
190	We desperately need an improved intersection at Route 7 and Battlefield Parkway in Leesburg. Nearly every day there is an accident there and it is only a matter of time before a fatality (fatalities) as the light cycle is so long that more and more people enter the intersection on yellow--- or even red to avoid another long wait. The current dangers include cross traffic crashing the lights, the fact that unless you go much slower than the other traffic wants you to when crossing route 7, particularly going South on Battlefield, the variance in the roadway will almost cause you to go airborne--- so folks then hit the breaks; the close head-to-head difference of the two opposing lanes turning left on arrow, and the fact that no-one really wants to come to a complete stop before turning right on red. Relative to right turn on red, although I hate to think of the time wasted at very low traffic times, at least during peak traffic--- 5:30 to 9 or 9:30 AM and again in the evening--- it would be a big safety improvement to prohibit the right turn on red in all directions. You will see from my address that I am through this intersection constantly. It is too dangerous to leave as is.	1U	Projects	Frank Gasperini	Supports project
191	I am writing to you to voice my support as a local resident for funding to expand Capital Bikeshare into Falls Church. Capital Bikeshare would provide an easy and affordable way to get around our community and to our two Metro stations. Bringing Bikeshare to Falls Church not only provide Falls Church residents and visitors with a much-needed sustainable transportation option, it will also strengthen the wider network's coverage by complementing the networks in neighboring Arlington and Fairfax. I want to see Capital Bikeshare come to Falls Church, and ask you to approve funding for Capital Bikeshare in Falls Church.	6W	Projects	Kelsey Crane	Supports project
192	I am a home owner, tax payer, resident of Manassas Park and Daily VRE rider. We need expanded parking ! The Park has added a gajillion new apartments and tow home! Give VRE riders a break- we need tone able to park so we can commute to work and pay the taxes you all want. Fully fund VRE Manassas Park Parking expansion Now!!!	3Q	Projects	Susan Elliott	Supports project
193	I would like to comment on the proposed expansion of parking at the Manassas Park VRE station. I have been riding the VRE since March of 2015 from the Manassas Park station and will be continuing to do so for the foreseeable future. Even in the relatively short time that I have been riding the VRE the parking situation at the Manassas Park station has been noticeably getting worse. The current Metro maintenance effort has caused a surge in VRE ridership. This is causing myself and other commuters to park in ad-hoc overflow areas including filling up the parking lots in Connor Center and the Manassas Park government center. Even before the surge I was having to move my leave time up by half an hour to catch an earlier train if I wanted to ensure any parking. The continuing construction of high density housing in the vicinity of the Manassas Park station will only server to further tighten the parking situation. Proximity to the Manassas Park station is heavily emphasized in advertisements for this new housing. Although many new residents may walk to the VRE station, some number will drive as do a number of residents already living near the station. Although they are nominally within "walking distance" of the station constraints of schedule, luggage, health, weather and other realities will have some portion of them driving. This will cause continuing parking problems at the VRE station. At best people will be begin arriving earlier to obtain parking, thus crowding earlier trains but offloading later trains, or they will not take the VRE at all and drive instead. If the desire is to encourage use of the VRE then sufficient parking must be available for those who must drive to reach the station.	3Q	Projects	John P. Brugioni	Supports project
194	I am a daily user of VRE from manassas park station. The parking get full very quickly and there are times there is no Parking available. So I support the Peking lot extension.	3Q	Projects	Mahmudur Rashid	Supports project
195	Funding for manassas park vre station parking. Please fund this! It would be so much safer than having tons of commuters crossing the railroad tracks everyday! Thank you for your consideration.	3Q	Projects	Shannon Traore	Supports project

Number	Comment	Project Name	Comment Type	Comment By	Summarized Comment
196	I am writing to express my support for a parking garage to be constructed at the Manassas Park VRE station. As you may be aware, more and more homes and apartments continue to be built in Manassas Park and bordering Prince William County. The parking lot at the station is beyond capacity now, with more prospective VRE riders to come as new residents move in. Currently, the riders of the last AM train must park at the City Hall building and walk to the station. While not an unreasonably long walk, pedestrians must walk on a portion of the busy Manassas Drive where there is no sidewalk. Please seriously consider funding for a parking garage at the Manassas Park VRE station. We should be encouraging commuters to take public transportation. By providing ample parking, commuters can make an easy choice.	3Q	Projects	Sasha Gerhard	Supports project
197	I would like to express my concern about the shortage of parking in the Manassas Park VRE lot. Manassas Park is continuing its expansion project with many new homes, condos, and apartments. The current Manassas Park VRE parking lot cannot meet current demand let alone hope to meet the demand that the surge of new housing will bring. PLEASE consider funding a parking garage in Manassas Park.	3Q	Projects	Melani Houser	Supports project
198	The Rt.1 widening project scoring seems to be unfair, resulting in a score lower than is appropriate. For example, it fails to consider lost business/development that we experience because of Rt. 1's awful congestion, and the old 2+ miles of 4 lane, undivided road bed that is a major bottleneck and prevents moving forward with the projected center lane bus rapid transit system. The "Connectivity" score does not take into account daily traffic from Maryland and D.C. to the Ft. Belvoir Hospital and other BRAC related traffic. It also doesn't take into consideration traffic to Mt. Vernon estate, Woodlawn estate, Mason Hall, and the many other tourist attractions that bring people to the area from all 50 states and many other countries. The widening would provide much needed modernization to bring the area up to the standards enjoyed by newer areas of Fairfax county and much of northern Virginia. The people of this area, many of whom like myself are long term residents, deserve relief from the clogged roads, and generally low priority given to this southeast corner of Fairfax county.	8AA	Projects	Winston G. doCarmo	Supports project
199	I am a resident in the Town of Herndon and I am writing to request your support for the funding of the East Elden Street Widening and Improvements Project (UPC 50100). Elden Street is the main thoroughfare that stretches through the Town of Herndon. The Town has been keenly focused on economic development and smart growth in the last several years. We have many development projects in progress, both in and around Herndon. Some of those projects include our Metro area development, our downtown redevelopment project, as well as several small to moderately sized infill development projects. Nearby are other major projects, such as the redevelopment in the Route 28/Innovation/CIT area. The Town has made every effort to grow in a smart way, making plans to include access to multi-modal transportation features – as supported by our Town's Vision Statement and Comprehensive Plan – including planned bus routes, pedestrian and bike trails, roadway bike lanes, and good sidewalks and crosswalks to ensure easy access Metrorail. I consider the East Elden Street project a vital aspect of the Town's overall plan to ensure the safe and proper infrastructure needed to support this busy corridor. Specifically, this project will help mitigate vehicular traffic, by offering multi-modal transportation options that will allow residents to move in a safe and efficient way to and from our future Metro area site. I respectfully encourage the NVTAs support of the funding of this project.	1T	Projects	Barbara Glakas	Supports project
200	I am in favor of additional parking at the Manassas park VRE.	3Q	Projects	Aimee Snow	Supports project
201	See Public Comment Letters pdf p 38	1T	Projects	Michael L. O'Reilly	Supports project
202	See Public Comment Letters pdf p 39-41	3Q	Projects	Lori Petterson	Supports project
203	Arlington Town Hall Comments Summary, See Public Comment Letters pdf p 42	6R, 6S, 8Y	Project/ General	various	Supports projects
204	Prince William Town Hall Comments: Need for improvement to VRE parking lot in MP. Safety issue with the gate.	3Q	Projects	unknown	Supports project
205	Fund Route 1 Widening: Mount Vernon Widening to Napper Road	8AA	Projects	William Byrne	Supports project

Number	Comment	Project Name	Comment Type	Comment By	Summarized Comment
206	The Fairfax County Town Hall Meeting - South County Government Center - attendees strongly noted their support for the Route 1 project in Fairfax County - Project 8AA. Many did not agree with the criteria scoring. The group strongly felt that the project should have scored higher in the connectivity criteria – as commuters use this roadway to get between jurisdictions (for example: from Prince William County to Ft. Belvoir or to Alexandria). They also noted the roadway is already really congested, currently, and that it is only expected to get worse. Lastly, there were concerns on how the timeline for the project could impact the scoring and asked if the project could be accelerated.	8AA	Projects	Various	Support project
207	See Public Comment Letters pdf p 43	8AA	Project/ General	Supervisor Dan Stork	Supports project/suggests additional improvements
208	See Public Comment Letters pdf p 44	8AA	Project/ General	Frank Cohn	Supports project/suggests evaluation process unfair to this project
209	See Public Comment Letters pdf p 45	8AA	Project/ General	Suzie Moss	Supports project/suggests evaluation process unfair to this project
210	See Public Comment Letters pdf p 46	8AA	Projects	Jay Jupiter	Supports project
211	See Public Comment Letters pdf p 47	8AA	Projects	Michael Shor	Supports project
212	See Public Comment Letters pdf p 48	3Q	Projects	Senator Jeremy McPike	Supports project
213	See Public Comment Letters pdf p 49-51	3Q, 6W, 8DD, 6S, 8Y, 6U, 9P, 8FF, 8CC	Project/ General	Kelsey Crane, Sierra Club	Supports projects/suggests investments be transit. Repetition of the comment sent by the same respondent.
214	Please support the Manassas Park VRE Station Parking Expansion!	3Q	Projects	Walter Cekala	Supports project
215	The dramatic rise of hundreds of new multiple family housing units constructed over the last 18 months within a mile of the Manassas Park Virginia Rail Express station threatens to overwhelm parking there, which is already regularly near capacity. Proximity to the VRE will undoubtedly be a reason for many to move into those units, with an influx of new riders wanting to use the VRE and its parking. The NVTA FY2017 program needs to plan for and fund additional parking at the Manassas Park station, on ground level or with a multi-level garage, so frustrated commuters (new or long term VRE riders like us) aren't forced onto the already congested 28 and I-66 corridors in their vehicles.	3Q	Projects	Tim and Sharon Stenmark	Supports project
216	The NVTA's policies and priorities are guided by two overarching goals: reduce congestion and move the greatest number of people in the most cost-effective manner. These two goals are combined with performance-based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, and improve safety and air quality. The Authority works toward regional consensus when setting regional transportation policies and priorities for transportation projects. Based on NVTA's policies and priorities goals, the City of Manassas Park has three transportation priorities that it is asking NVTA to support: 1. Route 28 Widening: Prince William County Line to Route 29 2. Manassas Park VRE Station Parking Expansion 3. I-66/Route 28 Interchange Improvements. These projects are critical to the citizens of the City of Manassas Park, and we ask for your support.	3M, 6T, 3Q	Projects	Mayor Frank Jones	Supports projects
217	I am writing in support of bringing the bike share program to Falls Church City With 2 metros and the need to bring in more young people into our community to fill the development and diversify our community - this would be a big draw. As well, it will help with the already congested roads to encourage and make bike riding a convenient alternative.	6W	Projects	Christina Goodwin	Supports project

Number	Comment	Project Name	Comment Type	Comment By	Summarized Comment
218	I have been riding the VRE train between Manassas Park and Alexandria for two years now. I do believe the number of people using the VRE is rising as the train is standing room only two stops post Manassas Park. If I take the 7:33 train Monday thru Thursday I have to park all the way at the end and am taking one of the few remaining parking spots. There are no parking spots remaining for the 8:01 train Monday thru Thursday. I fear shortly the parking lot will be full for the 7:33 train and I will have to come earlier. More parking spots are needed for the Manassas Park train station.	3Q	Projects	Kurtis Bahr	Supports project
219	I strongly support expenditures to improve walking and biking projects in northern Virginia, especially those projects, such as capital bikeshare, that connect people to transit routes. Highway expenditures (other than maintenance of existing roads) are not effective, and are expensive, relative to the cost of facilitating walking and biking. Expanding highways will encourage more of the kind of sprawl that hurts our environment and our health. We need to make changes, and NVTA must be part of that change. The marketplace is telling us that traditional modes of transportation are no longer desired. People (including younger members, and retirees like myself) don't want to be marooned in areas dependent on driving cars. We want to be able to walk and bike to local destinations.	6W	Project/ General	Tim Stevens	Supports project/supports bike ped projects in general
220	City of Alexandria supports funding for West End Transitway & Potomac Yard Metrorail	8CC, 8DD	Projects	City of Alexandria	Supports projects
221	See Public Comment Letters pdf p 52	1T	Projects	Council Member Sheila Olem	Supports project
222	See Public Comment Letters pdf p 53	8BB	Projects	Prince William Department of Transportation	Supports project
223	See Public Comment Letters pdf p 54	1T	Projects	Albert J. Dwoskin	Supports project
224	See Public Comment Letters pdf p 55-56	1T	Projects	Arthur Anselene, Herndon	Supports project
225	See Public Comment Letters pdf p 58	1T	Projects	Richard F. Downer	Supports project
226	See Public Comment Letters pdf p 59-61	3Q, 6W, 8DD, 6S, 8Y, 6U, 9P, 8FF, 8CC	Project/ General	Stewart Schwartz, Coalition for Smarter Growth	Supports projects/suggests most investments be transit. Repetition of the comment sent by the same respondent.
227	See Public Comment Letters pdf p 62-63	6T	Projects	Stuart M Whitaker, Transitters	Does not support project
228	The investment in Richmond Highway is greatly needed by the region. This is corridor for business and residents alike. The recent increase in new apartment and shopping complexes demonstrates the growth in the area and the need for improved infrastructure. Not funding the widening would have serious setback to an area that has already been neglected and is in need of help. The widening project is needed by region and state. We strongly suggest reviewing your ranking of this project and funding the widening Richmond Highway in FY17 budget.	8AA	Projects	Aron and Beth Hendricks	Supports project
229	See Public Comment Letters pdf p 64-86 - Letter from Senator Surovell and 117 individual comments	8AA, 8BB, 8EE, other	Projects	Various in pdf	Senator and 116 support 8AA & 8BB/ Senator and 117 support 8EE, 1 support lightrail/Metro improvements in the corridor

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3 NORTHERN VIRGINIA TRANSPORTATION AUTHORITY  
4 PUBLIC HEARING ON THE CANDIDATE PROJECTS FOR THE  
5 FY2017 PROGRAM  
6

7 Thursday June 9, 2016

8 7:09 p.m.  
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10 Northern Virginia Transportation Authority  
11 3040 Williams Dr., Ste. 200  
12 Fairfax, VA 22031  
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16 Reported by: Nate Riveness  
17 Capital Reporting Company  
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<p style="text-align: right;">Page 6</p> <p>1 our formal public hearing. I'll share that our  2 public comment period's been open for a few weeks  3 now and will be open for another week or so past  4 this. But tonight is the night that we do sort of  5 that traditional, very formalized three minutes  6 each presentation. We'll talk a little bit more  7 about that.</p> <p>8 First I just want to take some time to  9 share with you a presentation that I've taken  10 around the region in the past and shown to some of  11 our jurisdictions to kind of frame for you some of  12 the work we're doing here at the Authority,  13 particularly in the context of this FY17 one year  14 plan. The only thing I'll acknowledge is please  15 forgive me in advance. I talk really fast and I  16 like to say it's because I'm so excited about  17 regional transportation planning, but I can't  18 maintain myself.</p> <p>19 So again, we're here tonight to talk  20 about the FY17 plan for the NVTa. And I'll you a  21 little bit of what the Authority is. The Northern  22 Virginia Transportation Authority is the body that</p>	<p style="text-align: right;">Page 8</p> <p>1 the four major counties, four counties of the  2 region, Fairfax, Prince William, Loudoun, and  3 Arlington Counties, as well as the cities of  4 Alexandria, Manassas, Manassas Park, Fairfax, and  5 Falls Church, as well as our five large towns,  6 Herndon, Vienna, Purcellville, Leesburg, and  7 Dumfries, and then also our transit agencies, the  8 Department of Rail and Public Transit, Virginia  9 Railway Express, Metro, the Northern Virginia  10 Transportation Commission, the Rappahannock Rapid  11 Transportation Commission.</p> <p>12 So it's really important to understand  13 the decisions we make are not made on behalf of  14 our jurisdictions that we represent at home.  15 They're really the decisions we make on behalf of  16 the entire region and all of the two million plus  17 people that live here in what we've classed we  18 think of as Northern Virginia.</p> <p>19 So we at the NVTa like to consider  20 ourselves the preeminent transportation planning,  21 coordinating, and funding body in Northern  22 Virginia and that comes with a heavy</p>
<p style="text-align: right;">Page 7</p> <p>1 was created back in 2002 by the general assembly  2 to do a couple of things, the two most notable of  3 which are serve as the regional planning body for  4 transportation for our Northern Virginia region,  5 to make decisions about what our transportation  6 priorities are that transcend just the local  7 comprehensive plans for each individual  8 jurisdiction.</p> <p>9 The second thing we were created to do  10 was to be the, the funding source, the, the body  11 that allocates funds for transportation that are  12 dedicated exclusively to Northern Virginia. Now  13 again, we were created for that purpose back in  14 2002, but we didn't actually have those regional  15 funds to allocate in a meaningful way until about  16 a little over three years, 2013. So we had a long  17 time. We had, we had 11 years where we could  18 practice working regionally before we had to make  19 the kind of decisions we're making over the next  20 month.</p> <p>21 But we really are the body that, that  22 represents the entire region. We're made up of</p>	<p style="text-align: right;">Page 9</p> <p>1 responsibility because we're a diverse region.  2 You know, they're days when I like to think of  3 Northern Virginia as just sort of one big city  4 that happens to be elected, served by 14 different  5 elected bodies. On other days it feels like we  6 are 14 very distinct places with different needs  7 and different concerns in each of our, in each of  8 our subcommunities of the region.</p> <p>9 But everything we do is designed to be  10 built around the concept of working in  11 collaboration. Most of the decisions we make, not  12 all of them, are made unanimously. It is the hard  13 work of figuring out what's best for the region  14 hopefully gets done before the final vote is  15 taken.</p> <p>16 Again, tonight what we're talking about  17 is how do we spend the money that, that Northern  18 Virginia has to allocate for our transportation  19 needs. And obviously this is what gets a lot of  20 the attention for NVTa and it is, it's partially  21 because, well firstly, the problem is huge. A  22 phrase some of you may have heard we use before,</p>

<p style="text-align: right;">Page 10</p> <p>1 but I love to use it, is if you've ever lived in  2 the Pacific North -- anyone here ever lived in  3 Seattle or Tacoma? No one? Well, you've been  4 there. Ron's been there.  5       So I just love to tell the story. I  6 love to tell the story. So this is 20 years ago.  7 About 20 years ago I was on a trip to -- I was in  8 Tacoma, Washington. I was with a group of people  9 and middle afternoon we needed lunch and I wanted  10 to go to like a sandwich shop of some type and I  11 ordered whatever I got for lunch and I remember  12 what it was. And I remember the woman at the  13 counter asking me are you sure that you want rye  14 bread; it's not supposed to rain this afternoon.  15 I have no idea what that means.  16       But what it unveiled for me is that  17 there's this phenomenon that if you travel to the  18 Pacific Northwest and you come back to Northern  19 Virginia; or Kissimmee, Florida; Des Moines, Iowa,  20 wherever you're from, your friends say how was,  21 how was the Pacific Northwest. You say, oh, it's  22 beautiful. We've got Mount Rainer and you got the</p>	<p style="text-align: right;">Page 12</p> <p>1 have in 2020. We then adopted TransAction 2030,  2 TransAction 2040, and that's our current plan. So  3 we have to, we have to focus on those projects  4 that we've already identified as being regional  5 priorities.  6       The second key requirement of everything  7 we do is the projects that we fund have to be  8 rated under a process called HB 599, which is a  9 legislative mandate that says we have to look at  10 each project and how much congestion each project  11 will relieve on a regional basis.  12       Now what's really important to  13 understand is there's no mandate that we fund  14 first and foremost the projects that relieve the  15 most congestion. It's an important consideration,  16 but what the legal mandate says is that first and  17 foremost we look not just to regional congestion  18 relief, but also the cost. A phrase we'll use a  19 lot is congestion relief relative to cost. Which  20 projects not necessarily are the biggest, but  21 which projects give us the biggest bang for the  22 buck 'cause this is your money that we're</p>
<p style="text-align: right;">Page 11</p> <p>1 Space Needle and you got the fish markets. They  2 talk about the weather all the whole time.  3       Well, guess what. People from other  4 parts of the country visit Northern Virginia and  5 then they go home and say, oh, Mount Vernon, and,  6 oh, the nation's capital, and oh, Manassas  7 Battlefield and Princeton (sic), all of these  8 wonderful things going on here. And those people  9 talk about traffic all the time.  10       This is really the thing that dominates  11 our lives here in Northern Virginia. So the work  12 we do is really important. So everything we do  13 has to be built around our regional plan. We call  14 it the TransAction 2040 Plan. The original  15 TransAction plan was called TransAction 2020.  16 I've got a copy of it. There aren't many left.  17 It's about that thick and it was the plan, what  18 our road network was supposed to look like in  19 2020.  20       By the way, that's four year from now.  21 If you have a copy of it, you will discover we are  22 nowhere even close to what we were supposed to</p>	<p style="text-align: right;">Page 13</p> <p>1 spending.  2       And we had 300 million dollars a year  3 roughly to spend. It's really not as much money  4 as it sounds like when you consider that we have  5 literally billions upon billions of dollars worth  6 of needs to fix our transportation network. So we  7 had our regional transportation plans, TransAction  8 2030, TransAction 2040. We'll talk a little more  9 later about the update we're undertaking.  10       The next round of this, this year's  11 current plan, the road plan we're putting  12 together, talking to you all about tonight, will  13 be the last plan that's based on that TransAction  14 2040. Remember the TransAction 2020's about this  15 thick. TransAction 2040 is about this thick. The  16 next round of TransAction, we're going to put  17 years on the end of it 'cause it does roll off the  18 tongue nicely, will probably not be available in  19 print form. It's going to be a much bigger, much  20 more robust plan that we're going to have to put  21 online and hand out on CDs and DVDs. But it  22 really is the backbone of everything that we do.</p>

<p style="text-align: right;">Page 14</p> <p>1 I love this slide because you can't read  2 it from the audience. This is the flow chart of  3 how we make decisions about which projects to  4 fund. And the main point of it is, is that it's a  5 very interactive process with a lot of feedbacks.  6 It's not just the people in this room who make the  7 decisions. Certainly we're the folks who take the  8 vote at the end of the day.  9 There's a multi-month process that  10 involves our transit agencies, our local  11 jurisdictions, the Counsel of Governments in  12 Washington, DC. We have to work with VDOT and the  13 Department of Rail and Public Transit and get  14 feedback at multiple levels about which projects  15 are going to have the most impact for the money  16 within our region. And then we use all of that  17 data collectively to make what we think is the  18 most balanced decision for our entire region.  19 And we've had some success. This year  20 will be the fourth year that we've had funds to  21 allocate. And I love this number. When I get with  22 my friends from VDOT I get to give them a hard</p>	<p style="text-align: right;">Page 16</p> <p>1 UNIDENTIFIED SPEAKER: No, but you did  2 something.  3 CHAIR NOHE: Okay. There we go. Go  4 ahead. So let's talk specifically about the draft  5 '17 program. This, by the way, is a picture of  6 this room a year ago today. Some of you may find  7 yourself in it. Go ahead. So we have 24 projects  8 that are being considered this year, 24 candidate  9 projects that we're suggesting. There's total  10 funding or the total funding requests. If we get  11 all the projects and we decided to fund all of  12 them, the total cost would be 668 million dollars,  13 which is an important number to understand because  14 we only have 267 million dollars in cash available  15 right now.  16 So it would be very difficult no matter  17 what we do to fund all of the 668 million dollars  18 in projects. But even if we were to just fund  19 many of the projects, because we have some very  20 big projects in there, there's a good chance that  21 we'll have to consider -- well, we will definitely  22 have to consider, there is a good chance that we</p>
<p style="text-align: right;">Page 15</p> <p>1 time. This is the last year I get to do it. Over  2 the last three years, not including the things  3 we'll do this month, we've approved 70 new transit  4 and highway projects for the region in three years  5 totalling 535 million dollars.  6 Put that in context. 535 million  7 dollars in three years is more than VDOT has been  8 able to spend on new transportation projects for  9 the entire state in that same period of time,  10 including the projects that we've gotten from the  11 State for Northern Virginia. So we pride  12 ourselves for the fact that we put a lot of money  13 into transportation very quickly here in the  14 region trying to get those projects on the ground  15 that'll help you get home from work faster.  16 Now let me admit with the new six year  17 plan that VDOT and the CTV is working on, they  18 will surpass us this year by a lot probably, and  19 Nick Donohue is nodding his head. But the point  20 is we are investing your money and we're doing our  21 best to invest it as wisely as we possibly can.  22 Did you do that thing again?</p>	<p style="text-align: right;">Page 17</p> <p>1 will have to go to the bond markets and borrow  2 money on behalf of the region in order to fund  3 some of the projects that are being considered  4 this year, which is attractive.  5 You can borrow the money. Interest  6 rates are incredibly low. Northern Virginia has a  7 fantastic bond rating, but remember, every dollar  8 we borrow this year is a dollar that we don't have  9 to spend in future years for further investment.  10 So there's a bit of a balancing act we have to  11 undertake. And that difference between 668  12 million and 267 million will be a real important  13 consideration for us in the coming years.  14 Talk about the process and I showed you  15 that really complicated slide. This is the  16 simpler version of that complicated slide. Each  17 time we consider funding projects, we take, we use  18 a fairly simple equation at the end of the day.  19 We look at these HB 599 scores we talked about,  20 that process that evaluates projects for our  21 congestive relief. We add into that our own  22 internal analysis that looks at a number of</p>

<p style="text-align: right;">Page 18</p> <p>1 qualitative and quantitative factors that help us  2 make decisions that aren't just best in terms of  3 focusing on specific points of congestion, but let  4 us look at it from a regional basis.</p> <p>5 We add into that discussion of the NVT  6 and perhaps more importantly, the discussion that  7 we hear from you, the feedback from the public.  8 All of that ties together to give us a funding  9 plan that we're going to move forward with. The  10 idea is that all of the project, we have a lot of  11 data that goes together. And frankly I could bore  12 you to death with the number of Excel spreadsheets  13 that can be put upon the screen showing you all  14 the different ways we've analyzed projects.</p> <p>15 We spent several months through our  16 committee process looking at all of those  17 spreadsheets trying to determine which projects  18 sort of score the best, perhaps not just in one  19 area, but score the best under a number of  20 different criteria. And like the fund we see here,  21 a large amount of information goes on the top, but  22 a smaller amount of projects ultimately have to</p>	<p style="text-align: right;">Page 20</p> <p>1 call our NVT score, the final score that gets  2 used to evaluate along side that congestion relief  3 relative to cost issue.</p> <p>4 We're coming near the end of our  5 process. You can see we approved our project  6 selection criteria back in November and we  7 received those 24 projects that I mentioned  8 before. We've been going thorough all of the  9 analysis. We're coming to the end. In the next  10 couple days we'll finish up the public comment  11 period. On June, June 9th, today, that's our  12 public hearing. And then presumably on July 14th,  13 Bastille Day, by the way - you can find a lot of  14 us out there - we will presumably be adopting our  15 FY17 program.</p> <p>16 And that's the point where the final  17 decision gets made, but there's still a lot of  18 work left to be done at the end of that process.  19 There we go. This is the project. It's another  20 slide that you cannot read from the audience, but  21 I think copies were available out in the atrium.  22 But if you do, if you aren't able to look at it,</p>
<p style="text-align: right;">Page 19</p> <p>1 come out of the bottom number. And the key thing  2 here is that we look at, like I said, was this  3 eight different criterion (sic) for scoring.</p> <p>4 Forty-five percent of the overall score  5 is based on that congestion relief score. So by  6 far the biggest factor in our consideration is how  7 much congestion does the project relieve. The  8 second largest function is project readiness. How  9 soon can this project be built, which is in a way  10 also a measurement of congestion relief. A  11 project that can go to construction next year  12 relieves more congestion than a project that's  13 still in its planning stages.</p> <p>14 So we give a lot of emphasis to those  15 projects which have already moved down the line a  16 bit and can be brought to bear very quickly. Then  17 we look at issues about how these projects  18 interact with our transit, interact with our  19 transit system, whether there's funding coming  20 from other sources. How can we leverage more  21 funds? Are we connecting different regional  22 centers? All of this data together equals what we</p>	<p style="text-align: right;">Page 21</p> <p>1 if you have a paper copy what you see is that we  2 had projects submitted from most of the  3 jurisdictions that are in the region, as well as  4 projects that have been requested from most of the  5 transit agencies in the region.</p> <p>6 And again, without going into the detail  7 tonight 'cause I think most of you are here today  8 have probably looked at least some portions of  9 this, but this is, this is the list of 24 projects  10 that will presumably have to be honed down to some  11 smaller subcenter project that we can actually  12 afford to fund.</p> <p>13 This is not your last chance to submit  14 comments to us. We certainly want to hear from  15 you tonight at the podium. But you're also  16 welcome to still send us e-mails through June 17th  17 at FY2017 program at thenovaauthority.org. You  18 can mail them to us. You can actually hand  19 deliver them to us too if you'd like. You can  20 even give us a call.</p> <p>21 We've already had a few town hall  22 meetings in Prince William and Arlington counties</p>

<p style="text-align: right;">Page 22</p> <p>1 and we have a few more town hall meetings that  2 we're going to be hosting over the next few weeks  3 as well. So we're also out in the community  4 receiving comments about all of these projects.  5 And again, that'll end on June 17th. On July 1st  6 in this room the Planning and Programing Committee  7 will be meeting. That's a subcommittee of this  8 body that will be looking at these projects and  9 making what will be a recommendation to the  10 Authority that may or may not turn into one of  11 these ultimately to be adopted list of projects.  12 And then on July 14th we'll adopt those  13 projects and the very next day we'll probably  14 start receiving contracts from some of those  15 jurisdictions. We're ready to move forward with  16 the projects we approved for funding.  17 The other last thing, I said I'd mention  18 again, the TransAction update. Not directly  19 relevant to our public hearing tonight, but the  20 updated TransAction is extremely important. The  21 document that we're generating, we're starting to  22 generate now, will guide really all of these</p>	<p style="text-align: right;">Page 24</p> <p>1 website. All throughout -- although Northern  2 Virginia has as a region over the years developed  3 lots of ways for people to complain about traffic  4 and then probably every complaint is sort of put  5 into a binder on the shelf.  6 This is the website where you can go,  7 tell us what you think the biggest problems of  8 transportation are in the region, and that will be  9 reviewed by the people who actually have some  10 money to fix those problems and then will be  11 incorporated into our plan for the future because  12 we understand that it doesn't make much sense to  13 have Northern Virginia politicians deciding what  14 the biggest transportation problems are if we're  15 not basing it on the feedback that we get from  16 people that we represent who are driving in that  17 congestion or commuting or riding a train or  18 riding a bus through that congestion every single  19 day. So please take some time over the next few  20 weeks and months to share with us your thoughts on  21 what we need to be doing, not just now, but really  22 over the next 20 years as well.</p>
<p style="text-align: right;">Page 23</p> <p>1 bigger transportation decisions that we're going  2 to make over the subsequent six years.  3 And what it's going to allow us to do is  4 starting next year, starting with the FY18  5 program, is move from this year by year projects  6 funding process, which can be a bit clunky  7 sometimes, to a six year funding process where  8 we're able to look six years in the future and  9 determine which projects are most important today,  10 which ones will be most important in a few years,  11 and lay out a roadmap for funding those projects  12 so that when we fund the preliminary feasibility  13 study for a project in the first year, we know  14 that in year three the money will be available for  15 the design, subsequently the right-of-way, and in  16 year five or six we'll be able to allocate the  17 money for construction of those projects.  18 And we really need your update. We  19 really need your feedback on this. We have a  20 special website dedicated to this. It's, I think  21 it'll probably be up in a moment. It's, it's  22 nvtatransaction.org and this is a really cool</p>	<p style="text-align: right;">Page 25</p> <p>1 We've got a lot of places you can get  2 involved. The main thing is go to our website,  3 thenovaaauthority.org, and get all of these links  4 to other ways you can contact with us. And do I  5 have anything else? And we go back to the big  6 slide.  7 So thank you all very much. I hope I  8 didn't go too fast. And we look forward to  9 hearing from you tonight. I'm going to go sit  10 back down. I'll be making a couple of quick  11 introductions. I'm going to introduce -- first of  12 all we have with us - - Monica Backmon is our  13 executive director and she's the person who keeps  14 me out of trouble by making sure I don't say  15 things that I shouldn't. And we have a lot of --  16 I'm not going to bother thanking everybody 'cause  17 it's too long a list.  18 We have a lot of staff who work here,  19 five others who work here at the Northern Virginia  20 Transportation Authority, and probably a dozen  21 folks who work for the various transit agencies  22 and localities throughout the region who were here</p>

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<p>1 answering your questions earlier this evening. We 2 want to thank all of them.</p> <p>3 And then as I go back to my seat, I'm 4 just going to ask we start -- we'll just start 5 here with Sandy. I'll just ask we go around the 6 table and have everyone on the Authority introduce 7 themselves so you know who you're talking to 8 tonight.</p> <p>9 MS. BUSHUE: Sandy Bushue, Governor's 10 Appointee.</p> <p>11 MR. MINCHEW: I'm Randy Minchew 12 representing the citizens of Loudoun County and 13 the town of Leesburg in the General Assembly.</p> <p>14 MR. SILVERTHORNE: Scott Silverthorne 15 representing the City of Fairfax.</p> <p>16 MR. PARRISH: Hal Parrish, Mayor of the 17 City of Manassas.</p> <p>18 MS. RANDALL: Phyllis Randall, Chair of 19 the Loudoun County Board of Supervisors.</p> <p>20 MS. BULOVA: Sharon Bulova, Chairman of 21 the Fairfax County Board of Supervisors.</p> <p>22 MR. FISETTE: Jay Fiset, Arlington</p>	<p>1 UNIDENTIFIED SPEAKER: It's a tongue 2 twister.</p> <p>3 CHAIR NOHE: Yes, it is. We have from 4 the town of Leesburg, Mayor David Butler. Also 5 from the town of Leesburg, Vice Mayor Kelly Burk. 6 From the city of Manassas Park we have Councilman 7 Preston Banks. And is there anyone else I missed 8 from the electeds? Speak now or forever hold your 9 peace.</p> <p>10 And then I guess one other introduction, 11 we have with us also tonight the Deputy Secretary 12 of Transportation, Nick Donohue, who obviously 13 oversees a lot of the work with transportation 14 throughout the state. And obviously VDOT and the 15 Commonwealth Transportation Board, the secretary's 16 office are really the most important partners that 17 we have in terms of making sure that cooperatively 18 our region and our state are working together to 19 bring to bear the best projects we can.</p> <p>20 And Nick, did you want to say a few 21 words tonight for us?</p> <p>22 MR. DONOHUE: Good evening, Mr.</p>
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<p>1 County.</p> <p>2 MS. SILBERBERG: Allison Silberberg, 3 Mayor of Alexandria.</p> <p>4 MS. OLIVER: Karen Oliver, City of Falls 5 Church.</p> <p>6 MS. RISHELL: Jeanette Rishell, Council 7 Member, Manassas Park.</p> <p>8 MS. CUERVO: Helen Cuervo, the District 9 Administrator for VDOT in Northern Virginia.</p> <p>10 MS. MITCHELL: Jennifer Mitchell, 11 Director of the Virginia Department of Rail and 12 Public Transportation.</p> <p>13 CHAIR NOHE: And a couple other 14 introductions I'll make. We have a few public 15 officials with us this evening, some of whom I 16 know will be speaking, but I'm not sure that all 17 of them are. We have with us tonight Senator 18 Jennifer Wexton. We have from the Loudoun Board 19 of Supervisors, Supervisor Kristen Umstattd and 20 Supervisor Ron Meyer are both here. We have a 21 couple mayors with us. We have from the town of 22 Herndon, Mayor Lisa Merkel.</p>	<p>1 Chairman, members of the Authority. Thank you for 2 the opportunity to be with you here this evening. 3 I really want to echo the Chairman's comments that 4 the Commonwealth really views, you know, this a 5 partnership working with this region both as the 6 Authority, and also with local governments, 7 members of the assembly, and other stakeholders in 8 this region.</p> <p>9 Northern Virginia has some of the most 10 pressing transportation problems and it's going to 11 take teamwork and coordination with all parties 12 involved to really solve some of the issues that 13 we have in Northern Virginia.</p> <p>14 I'm really here tonight because I want 15 to talk to you about the I-66 at Route 28 16 interchange and the Commonwealth desire to partner 17 with the Authority to deliver that interchange as 18 a part of the larger transformed 66 outside the 19 beltway project. That project is a 22 mile 20 improvement to I-66 from 495 out to University 21 Boulevard in the west and Prince William County 22 that will make that road so it has three general</p>

<p style="text-align: right;">Page 30</p> <p>1 purpose lanes, as well as two new express lanes  2 which will be dynamically placed similar to the 95  3 express lanes and the 495 express lanes.  4 But the project's not just about moving  5 cars and that. It's really about moving people.  6 So it also includes 13 new bus routes, 4,000 park  7 and ride lots, and really importantly I think for  8 this region, it also includes about 800 million  9 dollars in funding that will come back to this  10 region for improvements in this corridor from  11 excess toll revenue that can be used to help  12 improve VRE, I-66, and interchanges on the  13 (inaudible) routes along that corridor there.  14 This project I think is probably one of  15 the most regionally significant and statewide  16 significant projects that's currently being  17 developed in the Commonwealth. It's been  18 evaluated under the statewide prioritization  19 process.  20 And it had the highest project benefit  21 score. It was the top scoring project for  22 congestion relief. It was the second highest</p>	<p style="text-align: right;">Page 32</p> <p>1 We have two private teams that are willing to take  2 all of the toll risk. So that toll risk will be  3 shifted away from the public sector and brought to  4 the private sector side.  5 They'll also be responsible for  6 constructing, designing, maintaining, and  7 operating that road. And then the Commonwealth  8 will be responsible for operating the transit  9 service. Or Commonwealth working with its  10 partners in this region will be responsible for  11 operating the transit service that will be a part  12 of this road. And then also handling the 800  13 million dollars in net present value that will  14 come back for other improvements in this corridor.  15 I'm here tonight to ask that we'd like  16 to partner with you. I know you're considering  17 funding the 370 million dollar interchange at I-66  18 and Route 28 and what the Commonwealth would like  19 to do is say partner with us. We will build that  20 interchange as a part of the transformed 66 of the  21 beltway project. We would like to ask for up to  22 300 million dollars from the Authority, not 370.</p>
<p style="text-align: right;">Page 31</p> <p>1 scoring project for reduction in the number of  2 accidents and fatalities. And it was also a top  3 scoring project for improving reliability, as well  4 as moving people in non-single occupancy vehicles.  5 So I know a lot of people have talked  6 about this project and said, you know, this is a  7 project that only helps, you know, one mode of  8 transportation in the region and the simple truth  9 is this project helps you whether you're driving  10 by yourself, carpooling, taking a bus,  11 telecommuting, or simply just need to get around  12 in Northern Virginia. The project's also been  13 scored by a regional 599 rating process and it had  14 the highest rating out of all projects that had  15 been considered.  16 We're currently in the middle of  17 developing and procuring this project through a  18 public/private partnership. As a part of that  19 project we need about, up to 600 million dollars  20 that will help finance a 2.1 billion dollar  21 project and that will be the public investment  22 that will be needed to move this project forward.</p>	<p style="text-align: right;">Page 33</p> <p>1 So that would immediately, you know, have some  2 cost savings for the Authority.  3 But if there's other cost savings by  4 building the interchange along with a broader  5 corridor improvements, we would make sure that  6 your funds were only 50% of the public investment.  7 So right now we think it might take up to 600  8 million. If we find out in September when the  9 private sector brings their bids back to us it  10 only takes 400 million dollars, then we would only  11 ask the Authority for 200 million dollars.  12 Similarly, if, you know, great things  13 happen in September and the private sector comes  14 back and says we can do this for 200 million, all  15 we want is 100 million dollars. And as the  16 Authority what you would be able to do is, one,  17 save money 'cause you wouldn't be paying the full  18 370 million dollars for that interchange project.  19 And then also it would be delivered sooner 'cause  20 it would be delivered as a part of this project  21 that is ready to go. And there are no independent  22 plans ready to go on that interchange.</p>

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<p>1 I really want to express tonight very</p> <p>2 clearly that your support is key for this project.</p> <p>3 The Commonwealth Transportation Board next Tuesday</p> <p>4 will consider allocating up to 300 million dollars</p> <p>5 for this project and we're here again asking you</p> <p>6 for 300 million. The decision is that of the</p> <p>7 Authority's and we really hope that you will act</p> <p>8 in the affirmative and partner with the</p> <p>9 Commonwealth.</p> <p>10 But I want to make sure members of the</p> <p>11 Authority understand that should the Authority</p> <p>12 choose not to partner with the Commonwealth,</p> <p>13 there's a very slim chance that this project will</p> <p>14 move forward because very simply we will not be</p> <p>15 able to come up with the public investment that's</p> <p>16 necessary to partner with the private sector.</p> <p>17 And that will tap Mr. Chairman and I'll</p> <p>18 be happy to answer any questions you might have.</p> <p>19 CHAIR NOHE: Any questions for Mr.</p> <p>20 Donohue? Thank you very much.</p> <p>21 MR. DONOHUE: Thank you.</p> <p>22 CHAIR NOHE: With that I'm now going to</p>	<p>1 the toll discussion about the Battlefield Route 7</p> <p>2 or Battlefield Market Street Interchange in</p> <p>3 Leesburg. I know the plan is, the plan on the</p> <p>4 books is to take that from an F grade intersection</p> <p>5 to a flyover intersection.</p> <p>6 One of the things that we obviously face</p> <p>7 with that intersection, as well as all others, is</p> <p>8 motor vehicle accidents. And I just brought a few</p> <p>9 stats with me. And since 2008 there have been 50</p> <p>10 personal injury accidents at that intersection.</p> <p>11 It's one of the more complex intersections. It's</p> <p>12 one of the more busy intersections. We go there</p> <p>13 all the time.</p> <p>14 From a public safety aspect, making that</p> <p>15 a flyover just makes our job easier from the</p> <p>16 standpoint of people, the public not getting into</p> <p>17 accidents out there or not getting into the same</p> <p>18 type of accidents out there. So a definite public</p> <p>19 safety concern that we've got as far as</p> <p>20 implementing that.</p> <p>21 Another aspect of it that is more</p> <p>22 specific to what I do in my, when I go back to</p>
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<p>1 open up the public hearing tonight and protocol</p> <p>2 usually says that we take our elected officials</p> <p>3 first. And I'm going to deviate that, from that</p> <p>4 slightly. I've seen some public safety officials</p> <p>5 here this evening. Are any of the public safety</p> <p>6 officials here to speak in the public hearing?</p> <p>7 You are? Are you going to be on call tonight?</p> <p>8 MR. MINO: I am and --</p> <p>9 CHAIR NOHE: Do you want to go first, is</p> <p>10 the question.</p> <p>11 MR. MINO: Sure.</p> <p>12 CHAIR NOHE: All right. Come on up. I</p> <p>13 thought someone was missing their comments.</p> <p>14 MR. MINO: I'll just use the best</p> <p>15 policy. Thank you for the opportunity to address</p> <p>16 you this evening. My name is Tony Mino. I'm the</p> <p>17 Chief of the Loudoun County Volunteer Rescue</p> <p>18 Squad, which is based out of Leesburg, Virginia.</p> <p>19 And I wanted to talk to you about a few things.</p> <p>20 Many folks here are probably going to</p> <p>21 talk about congestion relief and things like that,</p> <p>22 but I wanted to kind of bring another aspect to</p>	<p>1 work tonight, when I go back to running rescue</p> <p>2 calls is we travel through that intersection all</p> <p>3 the time. We travel through it as emergency</p> <p>4 responders. We travel through it with lights and</p> <p>5 sirens on.</p> <p>6 One of probably the most, most dangerous</p> <p>7 things I do as a medic is respond to a call with</p> <p>8 lights and sirens on. Once I get there, you know,</p> <p>9 then I'm dealing with patient, patient care. But</p> <p>10 getting to a scene, traveling down the road,</p> <p>11 lights and sirens on, it's unpredictable. What</p> <p>12 the public is doing, what public, what other</p> <p>13 drivers are doing just makes it not the safest</p> <p>14 thing in the world. Right?</p> <p>15 Going to an intersection is even worse.</p> <p>16 I dread going through that intersection. Probably</p> <p>17 between midnight and 4 in the morning there's very</p> <p>18 few cars, if any, out there. That's fine. Any</p> <p>19 other time we're going through there, though,</p> <p>20 there are cars all over the place. It's multiple</p> <p>21 lanes with multiple turning lanes.</p> <p>22 So me in an emergency vehicle trying to</p>

<p style="text-align: right;">Page 38</p> <p>1 negotiate through that is just something that I 2 would definitely see as an improvement to our 3 safety as responders when we're dealing with our, 4 with our calls.</p> <p>5 On the other end of the spectrum, I'm in 6 Leesburg. We've got two hospitals that we deal 7 with primarily. One in downtown Leesburg. One's 8 in Lansdowne. So responding to a call is one 9 thing, but then we've also got to respond back 10 with patients to either bring them to Leesburg or 11 to Lansdowne.</p> <p>12 So again, we're traveling through there. 13 It's not, it's typically not the same thing. 14 We're not lights and sirens going to a hospital, 15 but we are traveling, transiting there with 16 patients. Getting to a hospital in a timely 17 fashion is always important whether it's a true 18 emergency or just the fact that someone needs to 19 get to the emergency room. Sitting in traffic and 20 having to deal with more traffic than necessary 21 just delays that.</p> <p>22 So kind of twofold flavor of what I</p>	<p style="text-align: right;">Page 40</p> <p>1 person will be given three minutes. The light 2 comes on when you begin, when your time begins. 3 Yellow comes on at 30 seconds. When there's 30 4 seconds left, a yellow light will come on. At 5 three minutes you'll hear the buzz, and at that 6 point we ask you to sort of wrap up where you are 7 at that point.</p> <p>8 That said, our next speaker will be 9 Senator Jennifer Wexton, and after that will be 10 Supervisor Kristen Umstattd.</p> <p>11 SEN. WEXTON: Thank you, Mr. Chairman, 12 members of the Authority. My name is Jennifer 13 Wexton. I represent the 33rd District in the State 14 Senate. My district runs from the town of Herndon 15 -- my district runs from -- is the mic on? From 16 the town of Herndon --</p> <p>17 UNIDENTIFIED SPEAKER: Can we stop while 18 we're trying to figure the mic out? Is it on?</p> <p>19 SEN. WEXTON: It's on. From the town of 20 -- can you hear me now? Okay. I'm going to lean 21 in really close and speak up. Runs from the town 22 of Herndon in the east to the town of Leesburg in</p>
<p style="text-align: right;">Page 39</p> <p>1 wanted to bring to your attention is just the fact 2 that we go to the intersection all the time for 3 accidents. Like I said, 50 personal injury 4 accidents since '08. I think we've had three this 5 year in that area. And that includes the Cardinal 6 Park area as well, which I know is included in the 7 plan. As well as, you know, more specifically 8 (buzzer) being more safe in what we do day in and 9 day out. Thank you.</p> <p>10 CHAIR NOHE: I should have probably 11 given proper instructions. But Chief, you know, 12 did a great job. He's been to some meetings. He 13 knows how the timer works. For those of you who 14 don't share, what I'm going to do, is I'm going to 15 call up individuals sort of two at a time. I'll 16 call up a speaker and at the same time identify 17 who's next. If you're the next speaker, if you're 18 on the on-deck circle, feel free to stand over 19 here and wait.</p> <p>20 We do have about 25 folks signed up 21 tonight so we want to make sure that we give 22 everyone their fair time. When you speak, every</p>	<p style="text-align: right;">Page 41</p> <p>1 the west. And I'm here today to speak in favor of 2 those, of two projects for those towns that are 3 appearing on today's round of projects.</p> <p>4 First is the Route 7 and Battlefield 5 Parkway intersection. I know there are a number 6 of other speakers who are going to address that 7 issue, but this is the only Loudoun County project 8 on the list and that is because it is so, so 9 important to our area.</p> <p>10 Over 80,000 vehicles go through this 11 intersection every day. It is a major commuter 12 route through Leesburg from points west and north 13 to job centers in Dulles, Reston, and further 14 east. It is a major artery for people who are 15 either unwilling or unable to pay the very 16 expensive tolls that we already have for east-west 17 travel in Loudoun County.</p> <p>18 It is not only one of the worst 19 bottlenecks you will see in all of Northern 20 Virginia in the morning and p.m. rush hours, it is 21 also one of the most dangerous intersections in 22 Loudoun County as you have already heard.</p>

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<p>1 If this intersection is not funded, it</p> <p>2 will be the only remaining at-grade signalized</p> <p>3 intersection along Route 7 corridor from Route 28</p> <p>4 all the way to Berryville. And getting those</p> <p>5 above- grade intersections is so important to our</p> <p>6 regional planning to keep moving, traffic moving</p> <p>7 through Loudoun County and through the surrounding</p> <p>8 areas.</p> <p>9 The second project is for the town of</p> <p>10 Herndon. This is to widen and reconstruct a one</p> <p>11 mile stretch of the road been Monroe Street and</p> <p>12 Fairfax County Parkway on Elden Street. This is</p> <p>13 another area where they've experienced a lot of</p> <p>14 different increased development, more cars</p> <p>15 traveling through the area, bailout traffic from</p> <p>16 Fairfax County Parkway, Route 28, Dulles toll</p> <p>17 road. And as a result, traffic volumes have</p> <p>18 increased every year along with accidents. There</p> <p>19 have been about 98 accidents per year, many of</p> <p>20 those involving pedestrians and bicyclists.</p> <p>21 This stretch has also seen a lot of</p> <p>22 frequent roadway flooding since 2010 due to</p>	<p>1 East Market Street is planned to be limited access</p> <p>2 as specified in the Route 7 Corridor Plan.</p> <p>3 I'd like to mention some additional</p> <p>4 points. One is that Battlefield Parkway is a</p> <p>5 multimodal project and the grade-separated</p> <p>6 interchange at Route 7 will include a bike and</p> <p>7 pedestrian trail across Route 7. And that will</p> <p>8 go, that Battlefield pedestrian bike trail will go</p> <p>9 all the way from the north intersection with Route</p> <p>10 15 and the bypass, all the way around town to the</p> <p>11 southern end of Route 15. It will provide a safe</p> <p>12 way for people to get across Route 15.</p> <p>13 Battlefield is used by the Loudoun County</p> <p>14 commuter bus system to access the county's park</p> <p>15 and ride facility on Sycolin Road. This will</p> <p>16 enhance the ability of our commuters to travel</p> <p>17 into the new Metro station at Wiehle Avenue in</p> <p>18 Reston and points east.</p> <p>19 The interchange will also provide more</p> <p>20 efficient access to the Leesburg Executive</p> <p>21 Airport, which according to the Virginia</p> <p>22 Department of Aviation generates between 40</p>
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<p>1 development, and this, these repairs and this</p> <p>2 reconstruction is necessary to correct this unsafe</p> <p>3 and dangerous street condition. It is essential</p> <p>4 to creating a safe and efficient transportation</p> <p>5 network to relieve congestion and the needs of</p> <p>6 this regional growth, and I would ask the</p> <p>7 Authority to please approve both these projects.</p> <p>8 Thank you.</p> <p>9 CHAIR NOHE: Next up is Supervisor</p> <p>10 Kristen Umstattd, who will be followed by</p> <p>11 Supervisor Ron Meyer.</p> <p>12 SUPERVISOR UMSTATTD: Thank you, Mr.</p> <p>13 Chair. Thank you, members of the Authority. It's</p> <p>14 a great pleasure to be back here tonight. I too</p> <p>15 am speaking in favor of funding for the</p> <p>16 interchange at Battlefield Parkway and Route 7.</p> <p>17 As the senator said, 80,000 vehicles per day go</p> <p>18 through this interchange. That is more traffic</p> <p>19 than Route 81 takes though Winchester and we see</p> <p>20 it every day.</p> <p>21 Right now is it operating at a Level of</p> <p>22 Service F. Route 7 between Algonkian Parkway and</p>	<p>1 million dollars and 70 million dollars annually</p> <p>2 for this region. We have the second busiest</p> <p>3 general aviation after Manassas Airport in the</p> <p>4 Commonwealth.</p> <p>5 And finally, the backup currently that</p> <p>6 is caused by not having these interchanges, grade-</p> <p>7 separated interchanges in place, goes all the way</p> <p>8 from Leesburg in the afternoon to Route 28,</p> <p>9 approximately ten miles of western-headed traffic</p> <p>10 that is not able to move. And if we don't get</p> <p>11 this interchange built, fixing the other two at</p> <p>12 Ashburn Village Boulevard and Belmont Ridge Road</p> <p>13 will not result in the kind of congestion</p> <p>14 mitigation we are all looking for.</p> <p>15 So thank you and we're hoping for a</p> <p>16 positive vote at your next meeting.</p> <p>17 CHAIR NOHE: Next is Supervisor Ron</p> <p>18 Meyer, who will be followed by Mayor Lisa Merkel.</p> <p>19 SUPERVISOR MEYER: Chair Nohe, members,</p> <p>20 I too am here for the battle for Battlefield</p> <p>21 Parkway's interchange. It is vital. I don't</p> <p>22 represent any area that's miles close to this. I</p>

<p style="text-align: right;">Page 46</p> <p>1 represent Ashburn and the Broad Run District that  2 includes parts of Sterling and a couple acres the  3 mayor tells me in Herndon as well.  4       So we're actually not very close to this  5 interchange, but it affects us and it affects  6 Loudoun. And this Authority is supposed to really  7 focus on regionally significant roads and that's  8 one of the reasons why I want to talk about it,  9 because even though it's not in or around directly  10 my district, it is something that affects my  11 district and something that affects all of  12 Loudoun. And it affects anyone who's along the  13 Route 7 corridor.  14       This would be the last remaining signal  15 from way out west in Berryville. How many people  16 have been out that far to Berryville? I know  17 certainly Delegate Minchew has because he  18 represents it, and all the way into Sterling.  19 This, if we were to fund this, this is going to  20 make Route 7 a major improvement just like we do  21 with Route 28, taking all the signals off of Route  22 28 until you get closer to where you are,</p>	<p style="text-align: right;">Page 48</p> <p>1 in Loudoun County and we're also going to be more  2 business friendly as an entire region.  3       So I definitely ask that you fund this  4 project that, and I appreciate everyone being here  5 tonight. I think you're going to see an  6 incredible amount of speakers for this battle for  7 the Battlefield Parkway interchange and I  8 appreciate your time this evening.  9       CHAIR NOHE: Thank you. Next up is  10 Mayor Lisa Merkel, who will be followed by Mayor  11 David Butler.  12       MAYOR MERKEL: Good evening. I also  13 concur with Supervisor Meyer who, that the  14 Greenway poses a big issue for people who are  15 trying to get into the town of Herndon as well.  16 So I thank him for his comments.  17       I have a prepared statement in the  18 interest of time. I'm here to speak on the Elden  19 Street improvement project. The town of Herndon  20 has been and will continue to be severely impacted  21 by the substantial development that's happening  22 all around us in Fairfax County and in Loudoun.</p>
<p style="text-align: right;">Page 47</p> <p>1 Supervisor Nohe.  2       And just like with 66 originally, this  3 is going to be a major significant change on that  4 whole corridor because it will become a limited  5 access highway. This is something that I also ran  6 on in part because my big slogan if you drove out  7 to Loudoun, you saw my signs. My slogan was to  8 build Greenway alternatives.  9       We have a toll road in Loudoun that  10 whether you go a mile or 14 miles you're paying \$6  11 each way every day. If you're having to do that  12 to commute to a job, that's already, some people  13 that's already an hour's pay out the door, \$12  14 right there gone.  15       And so if we fund things like this,  16 people can take Route 7 as an alternative to the  17 Greenway. I'm working on some other ones in  18 Ashburn. That was sort of my signature, but this  19 is part of that Greenway alternative initiative.  20 If we can make it so people can get from Leesburg  21 into Tysons, into Reston, into employment centers,  22 we're going to drastically improve people's lives</p>	<p style="text-align: right;">Page 49</p> <p>1 The town streets are being used as an alternative  2 to larger routes like Fairfax County Parkway,  3 Route 28, the Dulles toll road, the Greenway, etc.  4 And it results in ever increasing traffic and  5 congestion through the Elden Street corridor.  6       Additionally, Herndon serves as a  7 regional workforce destination. We have 25,000  8 people who commute into the town each day to work,  9 which is equal to our population who lives there  10 who is largely commuting out of town. So the  11 results is heavy commuting traffic at the morning  12 and evening rush hours. The Elden Street project  13 will assist in mitigating that impact.  14       Despite the lower score that our project  15 did receive, it does relieve congestion and  16 provides for multimodal connectivity. Traffic  17 volumes are significant between Herndon and  18 Fairfax County Parkways. Typical volumes are  19 between 35 and 40,000 vehicles a day.  20       To relieve current and future  21 congestion, the Elden Street project balances all  22 our congestion relief with improved</p>

<p style="text-align: right;">Page 50</p> <p>1 pedestrian/bicycle transit circulation and  2 connectivity to the Reston, Amherst, and Metro  3 stations. The project includes bike lanes in both  4 directions, serves at least four Fairfax County  5 connector routes, and provides pedestrian/bike  6 connectivity to four of our regional trails. It's  7 a concerted effort to encourage people to get out  8 of their cars and to reduce the vehicle congestion  9 in the town.</p> <p>10 The project also incorporates a critical  11 flood mitigation measure to resolve the  12 significant and more and more frequent unsafe  13 Sugarland Run flooding that often covers and  14 closes Elden Street. VDOT's bridge culvert design  15 addresses the existing safety issue by elevating  16 the roadway to accommodate an upgraded, larger  17 capacity culvert that is necessary due to the  18 development within the Sugarland watershed area.</p> <p>19 In summary, the purpose of this project  20 is to relieve peak hour congestion while also  21 improving safety, multimodal connectivity, and  22 circulation for driver's, pedestrians, cyclists,</p>	<p style="text-align: right;">Page 52</p> <p>1 intersection and was struck by a pickup truck  2 behind him who didn't stop. The pickup truck was  3 driven by someone in Winchester. Now was this  4 accident obviously the fault of the pickup driver?  5 Yes. Are fatal accidents at that intersection  6 rare? Yes. But accidents are not rare. There's,  7 for the last five-and-a-half years there's been an  8 average of one-and-a-half accidents a week at that  9 intersection.</p> <p>10 Another point about this is that this is  11 not a regional intersection. It is a multistate  12 intersection. There are many, many thousands of  13 cars that travel through this intersection every  14 day from Maryland, West Virginia, and Southern  15 Pennsylvania, as well as from west of Loudoun and  16 all those people are coming to work and to spend  17 money in Northern Virginia.</p> <p>18 Now the light, we changed the light so  19 that the east-west traffic is, can move easily.  20 What this also does is it affects the north-south  21 route on Battlefield. Battlefield is where people  22 from Leesburg use to get around town. So this</p>
<p style="text-align: right;">Page 51</p> <p>1 and transit riders. The Elden Street project has  2 been listed in VDOT's six year improvement plan  3 since the year 2000. Significant sectors of right-  4 of-way have already been acquired by the town.  5 The engineering design is currently underway and  6 the environmental review has been done.</p> <p>7 So VDOT's public hearing is scheduled  8 for later this year. So if the funding is  9 allocated for this project, Herndon is prepared to  10 begin the Elden Street project and move forward  11 with it right away. And we appreciate your  12 consideration. Thank you.</p> <p>13 CHAIR NOHE: Thank you. Mayor Butler  14 will be followed by Vice Mayor Kelly Burk.</p> <p>15 MAYOR BUTLER: Mr. Chairman, Authority  16 members, thank you for the opportunity to speak.  17 I am also speaking on the interchange at Route 7  18 and Battlefield Parkway.</p> <p>19 A couple years ago James Boyce of  20 Harpers Ferry left his home in the morning on his  21 motorcycle and intended to drive through Leesburg.  22 He never made it. He stopped at the light at that</p>	<p style="text-align: right;">Page 53</p> <p>1 intersection because there's not an interchange  2 there, when someone like myself is traveling from  3 north to south or south to north on Battlefield  4 Parkway, we come to a screeching halt at that  5 intersection and we can stay there long.</p> <p>6 So this affects the people in my town  7 and it affects the safety of people in my town.  8 And I hope you will fix it.</p> <p>9 On a very light note, that Supervisor  10 Umstadd mentioned that this is a multimodal  11 intersection as well. Well, Leesburg is in the  12 process of creating both a Leesburg loop. Both a  13 small interloop and a larger outer loop that's  14 designed for trails and bicycles, kind of  15 patterned after Arlington. Arlington from a  16 multimodal standpoint is our hero and we can't do  17 that without this intersection. You cannot get  18 bicycles across that intersection without creating  19 a real problem.</p> <p>20 So in short, this intersection is  21 already a significant bottleneck for not only the  22 people of Leesburg, but the people of the</p>

<p style="text-align: right;">Page 54</p> <p>1 multistate and is a safety hazard for both the 2 people of Leesburg and the people from those 3 states. And so I urge you to fund this 4 intersection. And I thank you for your time. 5 CHAIR NOHE: Thank you. Next up is 6 Kelly Burk, who will be followed by Evan Macbeth. 7 VICE-MAYOR BURK: Chairman, members of 8 the committee here, I want to also speak in regard 9 to the Battlefield interchange with Loudoun County 10 and Leesburg. 11 As you've heard, the corridor consists 12 of one of the worst bottlenecks in Northern 13 Virginia. It is, it's a significant problem in our 14 area. You've heard all the stories about what's 15 happened there and what's it's like to travel 16 through there. You heard from our fire chief what 17 an issue it is for them to get through. 18 I recently talked to our ECHO group, 19 which drives the disabled young people around town 20 to jobs, and they are terrified of this 21 intersection. They go to great lengths to avoid 22 it, which causes more problems for them because</p>	<p style="text-align: right;">Page 56</p> <p>1 that airport. It is a huge economic driver and 2 this intersection impacts that airport. We, 3 Virginia estimates that this airport generates 4 between 40 and 70 million dollars of positive 5 economic development for Northern Virginia. Not 6 for Loudoun County. That's for Northern Virginia. 7 And so for those reasons I'm asking you, 8 for all the reasons you've heard before and the 9 reasons that I've just given you, I'm asking you 10 to please give this us positive consideration in 11 this. And thank you very much for all your time. 12 CHAIR NOHE: Thank you. We have Evan 13 Macbeth, who will be followed by Sean Dykeman. 14 MR. MACBETH: Good evening. My name is 15 Evan Macbeth. I'm from Leesburg, Virginia. I 16 don't suppose there are any federal officials 17 here? Didn't think so. I want to circle back to 18 something that was noted earlier about this being 19 the only Loudoun County project on the list this 20 year. Loudoun County is also the largest, highest 21 income county in the United States that does not 22 have an interstate.</p>
<p style="text-align: right;">Page 55</p> <p>1 the jobs are located around there and it makes a 2 longer commute. And we know that sometimes those, 3 those people with disabilities struggle with being 4 confined in a van for a long period of time. 5 So it's, it affects us in regard to 6 traffic. It affects us in regard to safety. We 7 have many people that live across Route 7 and go 8 to, over on the other side for jobs. And to watch 9 them cross this intersection is horrifying. The 10 intent was always to have the overpasses deal with 11 the situation. It will, it will make a huge 12 difference too many of the people that live within 13 Leesburg and Loudoun County. 14 When they talk about -- you've heard 15 that it was a multimodal project. That's not 16 insignificant. You're going to hear from the bike 17 population that that's a very important aspect, 18 and that they, that this is one component that 19 will make it so that we can complete these loops 20 and it's very important. 21 We have the, we have an airport that, 22 that really depends on, on good transportation to</p>	<p style="text-align: right;">Page 57</p> <p>1 In that way we are different from any 2 other locality on the NVT. We do not have the 3 option of federal funding that many of our 4 neighbors do. In fact, the only option we have is 5 you guys. 6 We're asking for one thing and you guys 7 are pretty much the place that can do it for us. 8 This is a multimodal, above-grade interchange, and 9 that matters. That matters a lot because 10 Leesburg, my home town, is a very economically 11 diverse place. A lot of us represent economically 12 diverse places. And many of my neighbors in 13 Leesburg don't have cars. They have to walk to 14 work. They have to walk to work across 15 intersections like this. Right now it's not very 16 safe for them to do it. I don't want more work 17 for the chief. I want it to be safer. 18 So I'm asking for your vote next week, 19 next month in favor of the Battlefield and Route 7 20 interchange because you guys are the folks who can 21 get that done for us and it will make a huge 22 difference for many citizens of Leesburg,</p>

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<p>1 Virginia.</p> <p>2 Thank you for your time tonight.</p> <p>3 CHAIR NOHE: Thank you, Mr. Macbeth.</p> <p>4 Next up we have Sean Dykeman, who will be followed</p> <p>5 by Jerry King.</p> <p>6 MR. DYKEMAN: Good evening. My name is</p> <p>7 Sean Dykeman. For those who don't know me, I'm</p> <p>8 the president of the Loudoun County Chapter of the</p> <p>9 Virginia Police Benevolent Association. I'm</p> <p>10 representing 350 sworn law enforcement officers</p> <p>11 within Loudoun County.</p> <p>12 On behalf of the law enforcement</p> <p>13 officers I represent, we're asking for your</p> <p>14 support tonight for Project 1U for the funding of</p> <p>15 the interchange of Route 7 and Battlefield Parkway</p> <p>16 in Leesburg. This intersection is currently a</p> <p>17 stoplight-controlled intersection with three</p> <p>18 westbound lanes with an additional three turn</p> <p>19 lanes, three eastbound lanes with an additional</p> <p>20 three turn lanes, two northbound lanes with an</p> <p>21 additional three turn lanes, and two southbound</p> <p>22 lanes with, yet again, three additional turn</p>	<p>1 With your approval, this project will</p> <p>2 also remove the spotlight located at the Cardinal</p> <p>3 Park Drive intersection located directly west of</p> <p>4 the intersection with that traffic being diverted</p> <p>5 towards Battlefield Parkway. This project would</p> <p>6 complete the existing Route 7 corridor projects</p> <p>7 and making it a limited access highway.</p> <p>8 If the funding is not approved, traffic</p> <p>9 will be coming down Route 7 from Route 28 at 55</p> <p>10 miles an hour, which everybody travels, and come</p> <p>11 barreling into Leesburg and have to stop at</p> <p>12 traffic lights located at Battlefield Parkway and</p> <p>13 Cardinal Park Drive, potentially creating more of</p> <p>14 a risk to the public with vehicle crashes.</p> <p>15 The law enforcement officers of Loudoun</p> <p>16 County are asking for your support for approving</p> <p>17 the Route 7/Battlefield Parkway interchange in</p> <p>18 order to help make the roads safer to travel.</p> <p>19 Thank you.</p> <p>20 CHAIR NOHE: Jerry King, will be</p> <p>21 followed by Edythe Frankel Kelleher.</p> <p>22 MR. KING: Good evening, Chairman Nohe,</p>
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<p>1 lanes.</p> <p>2 The intersection is heavily used by</p> <p>3 commuter traffic along with the residents of</p> <p>4 Leesburg and Loudoun County. Such a high volume</p> <p>5 of traffic through the intersection has resulted</p> <p>6 in over 169 crashes since 2014. During prior</p> <p>7 power outages in the area, law enforcement</p> <p>8 personnel have been pulled from their normal</p> <p>9 duties to direct traffic. As most people know,</p> <p>10 typical procedure for approaching an intersection</p> <p>11 where a stoplight has lost power would be to treat</p> <p>12 it as a four-way stop.</p> <p>13 With this intersection being so large</p> <p>14 and heavily traveled on the Route 7 corridor, that</p> <p>15 just cannot be done. It requires at a minimum of</p> <p>16 two officers, but to safely do it you would need</p> <p>17 four. Law enforcement officers have spent many</p> <p>18 hours manually directing traffic, which directly</p> <p>19 puts their lives at risk. Living in the</p> <p>20 smartphone era, this typically normal law</p> <p>21 enforcement operation has become more inherently</p> <p>22 dangerous to the profession.</p>	<p>1 and members of the Authority. I'm Jerry King.</p> <p>2 I'm chairman of the Alexandria Transportation</p> <p>3 Commission. I'm here to present the City's</p> <p>4 comments on the NVTa draft of the FY17 program.</p> <p>5 At its May 19th meeting, the Alexandria</p> <p>6 Transportation Commission reviewed 24 candidate</p> <p>7 projects seeking funding for NVTa's FY17 revenue</p> <p>8 program and hosted a town hall meeting for public</p> <p>9 comment.</p> <p>10 For FY17, the City proposed two</p> <p>11 candidate projects for funding consideration. The</p> <p>12 West End Transitway requesting 7 million, and the</p> <p>13 Potomac Yard Metrorail station requesting 66</p> <p>14 million. The Alexandria City Council has endorsed</p> <p>15 both of these projects for the FY17 program.</p> <p>16 The City of Alexandria continues to work</p> <p>17 toward a multimodal transportation system. Both</p> <p>18 projects are included in the City's transportation</p> <p>19 master plan, as well as larger regional plans such</p> <p>20 as the Metropolitan Washington Council of</p> <p>21 Governments, the Transportation Planning Board's</p> <p>22 Constrained Long Range Transportation Plan, and</p>

<p style="text-align: right;">Page 62</p> <p>1 meet many of the goals identified in the Regional 2 Transportation Priorities Plan.</p> <p>3 Both projects also address NVT 4 evaluation criteria including connectivity, 5 congestion, safety, cost sharing, pedestrian and 6 bicycle connectivity, and reduction in vehicle 7 miles traveled. In addition, they promote 8 concentrated growth in existing and planned 9 activity centers such as North Potomac Yard, which 10 will have a significant additional growth in 11 population and employment.</p> <p>12 These two projects and their support of 13 development and concentrated activity centers 14 helps reduce VMT and congestion within the city, 15 as well as in outer suburban areas within the 16 region that would otherwise see additional growth 17 in an unconstrained manner. These two transit 18 projects also include associated bicycle and 19 pedestrian improvements which encourages walking 20 and bicycling, thereby further reducing congestion 21 and VMT and also provides connections within and 22 between activity centers.</p>	<p style="text-align: right;">Page 64</p> <p>1 these comments for the FY17 program. Thank you 2 for your consideration.</p> <p>3 CHAIR NOHE: Thank you, Mr. King. Next 4 up we have Edythe Frankel Kelleher, followed by 5 Brian Fauls.</p> <p>6 MS. KELLEHER: Good evening, Chairman 7 Nohe, and members of the Authority. I'm Edythe 8 Kelleher, Executive Director of the Southeast 9 Fairfax Development Corporation, or SFDC. We're a 10 nonprofit economic development organization that 11 has taken the lead on revitalization in the 12 Richmond Highway Corridor since 1981.</p> <p>13 Thank you for the opportunity to address 14 you regarding the crucial importance of the 15 Fairfax County request for five million dollars 16 for the widening of Richmond Highway, Route 1, 17 from Napper Road to the Mount Vernon Memorial 18 Highway.</p> <p>19 Last year preliminary engineering and 20 environmental assessment received startup funding; 21 however, continuation of funding is necessary to 22 meet critical milestones for other parts of</p>
<p style="text-align: right;">Page 63</p> <p>1 We strongly believe both projects should 2 be funded within NVT's FY17 program. The City of 3 Alexandria is going through the final phases of 4 the Environmental Impact Statement process for the 5 proposed Potomac Yard Metrorail Station. The 6 planning for this station has been underway for 7 over ten years and it is the highest transportation 8 priority within the city.</p> <p>9 We anticipate release of the final EIS 10 in the next several weeks and will be going to 11 city council for zoning approvals hopefully this 12 month with plans to issue a request for proposal 13 for the design-build contract this summer.</p> <p>14 This spring the City adopted a locally 15 preferred alternative for the West End Transitway 16 and the project is now moving into the project 17 development phase. The Transitway is a key 18 element of the City's multimodal system and the 19 requested funding is an essential component to 20 moving the project forward. The City appreciates 21 your consideration of this recommendation. We 22 request that the full consideration be given to</p>	<p style="text-align: right;">Page 65</p> <p>1 project preparation such as completion of the 2 engineering phase, utility relocation, site plan, 3 and right-of- way acquisition. These elements 4 must be in place for the project to be eligible 5 for construction funding.</p> <p>6 Once the ongoing federal Fort Belvoir 7 widening project is completed, this approximately 8 two-and-a-half mile segment will be the only 9 remaining bottleneck along the highway. Currently 10 this is a four lane segment separated by only a 11 double yellow line in many places without benefit 12 of curbs or sidewalks. The speed limit is 45 13 miles per hour as it is on the rest of Route 1. 14 Problems in this segment include flooding, 15 erosion, and increased pedestrian accidents, 16 including pedestrian deaths.</p> <p>17 Working along this corridor, I'm puzzled 18 by the low score this project received in certain 19 categories. For example, this segment is a 20 bottleneck for drivers originating in Alexandria 21 City, Prince William County, and beyond. 22 Therefore, the project should have scored higher</p>

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<p>1 on connecting jurisdictions. The potential to</p> <p>2 reduce vehicle miles would be greatly enhanced</p> <p>3 with the provision of space for the median bus</p> <p>4 rapid transit, BRT, recommended in the 2014 VDRPT</p> <p>5 multimodal study.</p> <p>6 BRT will also dramatically improve</p> <p>7 operations of existing facilities through</p> <p>8 technology applications - another measure that</p> <p>9 appears mistakenly calculated - supports multiple</p> <p>10 use development patterns. And walkable and</p> <p>11 bikeable environments was given only medium rank;</p> <p>12 although, the community business centers along</p> <p>13 Richmond Highway are largely planned for mixed-use</p> <p>14 pedestrian and bicycle-friendly development and</p> <p>15 this transformation is already underway on other</p> <p>16 portions of the highway.</p> <p>17 In summary, supporting Richmond Highway</p> <p>18 widening will leverage federal funds already being</p> <p>19 spent in the corridor, improve safety, connect</p> <p>20 multiple jurisdictions, enhance walkability and</p> <p>21 bikeability, a system planning for transit, etc.</p> <p>22 I'm in yellow.</p>	<p>1 public's frustration with traffic congestion that</p> <p>2 prompted the general assembly to direct this body</p> <p>3 to give priority to projects that most effectively</p> <p>4 reduce congestion in the most congested corridors</p> <p>5 and intersections.</p> <p>6 To that end, the Loudoun Chamber</p> <p>7 supports the following projects as regionally</p> <p>8 significant congestion relief projects: I-66 and</p> <p>9 Route 28 interchange improvements, the Route 28</p> <p>10 improvements from the Prince William County line</p> <p>11 to Route 29, the Route 7 widening from Colvin Mill</p> <p>12 Run to Jarrett Drive and the Dulles toll road, the</p> <p>13 power upgrades to the Metro Blue Line, and the</p> <p>14 Fairfax County Parkway widening from Route 123 to</p> <p>15 Route 29. We also believe that Route 7</p> <p>16 Battlefield Parkway interchange in Leesburg should</p> <p>17 be added to that list, battle for the Battlefield.</p> <p>18 Loudoun County is the fastest growing</p> <p>19 county in our region. In fact, a just released</p> <p>20 report from the Federal Bureau of Labor Statistics</p> <p>21 indicates Loudoun County is adding jobs at the</p> <p>22 third fastest rate in the country. Furthermore,</p>
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<p>1 With increased population of persons</p> <p>2 needing transit, the growth of through-traffic and</p> <p>3 more than 77,000 vehicles a day entering Fort</p> <p>4 Belvoir's main post, Richmond Highway needs the</p> <p>5 improvements that have been pending for decades.</p> <p>6 I appreciate you're taking the time to</p> <p>7 listen to this testimony and for coming down to</p> <p>8 the highway next Tuesday evening. And I hope you</p> <p>9 -- thank you very much.</p> <p>10 CHAIR NOHE: Thank you, ma'am. Next we</p> <p>11 have Brian Fauls, to be followed by Ron Campbell.</p> <p>12 MR. FAULS: Good evening, Chairman Nohe,</p> <p>13 members of the Authority. For those of you who do</p> <p>14 not know me, my name is Brian Fauls. I am the</p> <p>15 Government Affairs Manager of the Loudoun County</p> <p>16 Chamber of Commerce. Thank you for the</p> <p>17 opportunity to offer comments on the FY2017</p> <p>18 funding program.</p> <p>19 We all understand that addressing</p> <p>20 Northern Virginia's congestion crisis is vital to</p> <p>21 our region's long term economic prosperity and</p> <p>22 quality of life. We all understand it was the</p>	<p>1 our region's laborshed extends deep into West</p> <p>2 Virginia, Western Maryland, and even Central</p> <p>3 Pennsylvania.</p> <p>4 Consequently, Route 7 is a major</p> <p>5 regional commuter route no different from I-66,</p> <p>6 not 395, or Route 28, and it is already heavily</p> <p>7 congested with the Battlefield Parkway</p> <p>8 intersection ranking a Level of Service of F.</p> <p>9 All other at-grade access points along 7</p> <p>10 from Algonkian Parkway to East Market Street in</p> <p>11 Leesburg will soon be grade-separated</p> <p>12 interchanges. That makes the Battlefield Parkway</p> <p>13 intersection the only chokepoint in the entire</p> <p>14 corridor from Berryville to Route 28.</p> <p>15 The funds requested for the parkway are</p> <p>16 for construction, meaning that the Battlefield</p> <p>17 Parkway project can move forward now and provide</p> <p>18 congestion reduction return on your investment in</p> <p>19 short order.</p> <p>20 Finally, as you've heard many times</p> <p>21 before, the Battlefield Parkway intersection has</p> <p>22 the highest accident rate in the town of Leesburg.</p>

<p style="text-align: right;">Page 70</p> <p>1 Over the last seven years there have been 472 2 serious accidents in that intersection resulting 3 in either significant property damage or 4 significant personal injury, including two 5 fatalities. 6 So fixing that intersection is vital to 7 our strategic investment in this region and moving 8 it forward now. So we urge you to support the 9 projects that I mentioned and we urge you to give 10 all due consideration to funding the Battlefield 11 Parkway project for FY2017. And I thank you again 12 for the opportunity to present the Chamber's 13 position on these important topics. 14 CHAIR NOHE: Thank you, Mr. Fauls. Next 15 we have Ron Campbell, followed by Kevin McNulty. 16 MR. CAMPBELL: Good evening, Mr. 17 Chairman, members of the Authority. I've broken 18 it already. I'm a 16 year resident of Leesburg and 19 I'm here tonight to support the Route 7 20 Battlefield interchange project. 21 And let me start by saying all projects 22 matter, and as a citizen, I really try to</p>	<p style="text-align: right;">Page 72</p> <p>1 But I also believe that the improvements 2 and the quality of life for our neighborhoods, our 3 town, and the Commonwealth, this project - and 4 I'll probably be a little bit bold in saying this 5 - will open up Leesburg and the rest of our county 6 to the world. 7 I believe that the quality of life is 8 just that important to us where this is not just a 9 simple project. We appreciate all the other 10 funding for the road improvements that you've made 11 along Route 7 and really believe that that 12 investment will not go to waste if this project is 13 supported. 14 Again, the project cost is one thing. 15 Relative to benefit I really believe is another. 16 And I appreciate all the things that other 17 residents and elected officials of Leesburg have 18 already said, so I won't go into that, but thank 19 you for your time and hopefully you'll fund our 20 project. 21 CHAIR NOHE: We next have Kevin McNulty, 22 who will be followed by Jason Ufland.</p>
<p style="text-align: right;">Page 71</p> <p>1 understand your criteria, the process that you've 2 gone through, the great projects that you've 3 funded before, but also try to find in my own mind 4 a way of thinking what could I say tonight to sway 5 you to approve our project for funding. 6 And one of the things is this quality of 7 life, that this is not just a road that goes 8 through our homes, but the people that pass 9 through also interact with our lives, with our 10 businesses, economic development, with our 11 communities, with jobs, with our way of life, and 12 even our communities and our neighborhoods. 13 And as I looked at your congestion 14 reduction criteria and the two things that you try 15 to take a look at, the congestion reduction 16 relative to cost, I would ask you to consider the 17 congestion reduction relative to benefit and how 18 beneficial this particular project will really be 19 to the lives of not just the residents of 20 Leesburg, but certainly to the County and, again, 21 Leesburg is the county seat where the county 22 government resides.</p>	<p style="text-align: right;">Page 73</p> <p>1 MR. MCNULTY: Chairman Nohe and members 2 of the Northern Virginia Transportation Authority, 3 my name is Kevin McNulty and I'm here before you 4 this evening as a representative of the Northern 5 Virginia Chamber of Commerce and our 700 member 6 businesses with over 500,000 employees. 7 The Northern Virginia Chamber was a 8 leading voice in the effort to secure sustainable 9 transportation funding because we believed it was 10 vital towards enhancing our region's position as a 11 top business destination. The ability for 12 Northern Virginia to retain and attract business 13 is dependent upon the implementation of 21st 14 Century transportation solutions. 15 Unfortunately, our region is 16 consistently recognized as the most congested 17 metropolitan area in the United States and there 18 are many corridors in the region that are in need 19 of funding. However, we ask you to allocate the 20 current funding available towards projects that go 21 the furthest toward reducing congestion. 22 The Northern Virginia Chamber believes</p>

<p style="text-align: right;">Page 74</p> <p>1 the criteria in the HB 59, 599 process is the most  2 appropriate towards achieving our shared goal of  3 reducing congestion. Out of the projects  4 considered for the 2017 program, the Northern  5 Virginia Chamber thinks the following projects are  6 best suited towards achieving congestion relief,  7 providing infrastructure that spurs economic  8 development, and producing the best return on  9 investment for the taxpayers of the commonwealth:  10 The I-66/Route 28 improvements, Route 28  11 improvements from the Prince William County line  12 to Route 29, Route 7 widening from Colvin Mill Run  13 to Jarrett Drive, Metro Blue Line power upgrade,  14 Fairfax County Parkway widening from Route 123 to  15 Route 29, and finally, construction of a new metro  16 station and ancillary facilities at Potomac Yard.  17 We look forward to working with you, our  18 elected leaders, to build a 21st Century  19 transportation network throughout the region.  20 Thank you for your consideration of our position  21 and thank you for your service to the  22 Commonwealth.</p>	<p style="text-align: right;">Page 76</p> <p>1 to have to get through there, have traffic  2 accidents, things of that nature.  3 I would like to point out with the  4 overall regional planning, the biggest piece of it  5 and opportunity is if all these other projects  6 that are getting funding and looking to make Route  7 7 a limited access area, it would be key to get  8 this in the pipeline as well to help complete that  9 entire goal of making the region interconnected,  10 if you will, as well as the fact that kind of a  11 bonus to it providing the multimodal and ability  12 to have the pedestrian and bikeway opportunities  13 for everyone is great for the community, as well  14 as the town.  15 And I want to wrap it up by asking you  16 guys to give it strong consideration and thanks  17 for your time.  18 CHAIR NOHE: Thank you, Mr. Ufland.  19 Next we have Craig Lane, followed by Gwen Pangle.  20 MR. LANE: Don't move.  21 UNIDENTIFIED SPEAKER: It does not come  22 out of your time, by the way.</p>
<p style="text-align: right;">Page 75</p> <p>1 CHAIR NOHE: Mr. McNulty. Next we have  2 Jason Ufland, followed by Craig Lane.  3 MR. UFLAND: Good evening, everyone. My  4 name's Jason Ufland. I represent Leesburg Corner  5 Premium Outlets, which is the outlet mall in the  6 town of Leesburg. I'm here to talk about the  7 Battlefield and Route 7 interchange project.  8 First I want to say thank you for the  9 opportunity to speak to all of you guys tonight.  10 I like many of the sentiments you've already heard  11 from everyone speaking on this project, but I  12 think it underlines and shows how critical it  13 really is to the area, both in Leesburg, as well  14 as the surrounding area.  15 With the population and business growth  16 we've seen and it's already been alluded to, it's  17 critical to continue to build that base and the  18 traffic system and to help alleviate the issues at  19 that intersection. You can go through at any time  20 of the day and you'll see that - except maybe  21 around midnight or 4 in the morning that was  22 mentioned earlier - that you're constantly going</p>	<p style="text-align: right;">Page 77</p> <p>1 CHAIR NOHE: Let's come out of his time.  2 MR. LANE: Trust I'm going to be short.  3 Mr. Chairman, members of the Authority, thank you  4 for allowing me to speak. This is Craig Lane.  5 I'm a resident of Kincaid Forest and I serve on  6 the Homeowners Association Board of Directors for  7 the Kincaid Forest subdivision.  8 I did not find out I was going to be  9 speaking here tonight until our HOE meeting  10 Tuesday of this week where I got the short straw  11 and was asked to come down here to speak on behalf  12 of the Route 7/Battlefield Parkway interchange  13 project.  14 Many people have come here before me  15 because of my late arrival and late signup and  16 they have spoken all the points I wanted to make  17 in favor of that project. That's kind of the bad  18 news.  19 The good news for you is I'm not going  20 to repeat any of those points. I'm going to go  21 right to summary and simply state and request on  22 behalf of the residents of Kincaid Forest we would</p>

<p style="text-align: right;">Page 78</p> <p>1 appreciate your support of that project. The  2 project's ready to go; let's build it together.  3 Thank you and good evening.  4 CHAIR NOHE: Thank you, Mr. Lane. We  5 have Gwen, Gwen Pangle, followed by Ken Reid.  6 MS. PANGLE: Good evening, Mr. Chairman,  7 and members of the Authority. Thank you very much  8 for being so attentive to all of my very eloquent  9 colleagues who painted a very broad, far-reaching  10 picture of just exactly what the Battlefield  11 interchange means to us.  12 What I'd like to do is say that I chair  13 the Economic Development Commission for the town  14 of Leesburg and the Leesburg Downtown Business  15 Association. So if any of you have ever been to  16 our little historic downtown Leesburg, please  17 picture it now.  18 We have two major thoroughfares going  19 through our small town, north-south from Maryland  20 all the way through to Prince William County on  21 Route 15, and east-west Route 7 coming through  22 town. Our streets are pretty narrow and this</p>	<p style="text-align: right;">Page 80</p> <p>1 to make this happen, we would be most grateful.  2 Thank you very much.  3 CHAIR NOHE: Thank you, Ms. Pangle.  4 Next we have Ken Reid, Supervisor Ken Reid,  5 followed by Bob Chase.  6 SUPERVISOR REID: Thank you very much,  7 Mr. Chairman, Chairman Obi-Wan Kenobi. And if you  8 don't know what that means, friend him on  9 Facebook, okay? I want to also acknowledge our  10 Chairman Phyllis Randall and Randy Minchew, our  11 Great Loudon representatives that have been here  12 tonight.  13 And Leesburg representatives, thank you  14 for standing up here for Battlefield Parkway,  15 which is a project that I've been battling for, if  16 you will, since I moved to Leesburg in 2002. I  17 actually cochaired a group called the citizens,  18 the Coalition to Complete Battlefield Parkway.  19 And as Leesburg Supervisor most recently, four  20 years ago, before the funding went in for this 70-  21 30 percent NVT, I was able to get this on the  22 list for a priority for the board of supervisors.</p>
<p style="text-align: right;">Page 79</p> <p>1 morning I had three dump trucks whiz past me as I  2 was walking downtown.  3 But this, this is about livelihood.  4 This is about Leesburg becoming the chokepoint if  5 you don't do this interchange and how that will  6 affect all of the people, not just out there. And  7 they, we have these talking points I'm sure. I'm  8 not sure if you have them, but any one of us would  9 be willing to share them with you.  10 I'm not going back through the money and  11 our F grade and all of those wonderful things that  12 we deal with every day, but I wanted you to just  13 sort of feel the pain of the folks of Leesburg who  14 are now inundated with traffic that sits still or  15 whizzes through Route 15 and Route 7 coming  16 through Leesburg, and that will only get worse as  17 the last point on Route 7, which could be a clear  18 thoroughfare from all the way up, from Berryville  19 all the way down to 28, becomes the chokepoint if  20 this interchange does not get done.  21 So I implore you, please move us up.  22 Please do this project. Whatever you need to do</p>	<p style="text-align: right;">Page 81</p> <p>1 And then the town staff and the county staff  2 worked to make it into a joint 70% project.  3 I'm very appreciative of the 13 million  4 that was funded for design and engineering last  5 year, but I'm really quite shocked by the ranking  6 that this project got from your, your staff. I  7 live right around the corner like Mr. Lane, okay?  8 So we go through this intersection every single  9 day. I work at home right now, but I do go out  10 every day and I see traffic backing up, believe it  11 or not, at 12 o'clock, 1 o'clock in the afternoon.  12 And the town of Leesburg has not  13 approved any housing or any real development there  14 in many, many years. So it's not as if the Town  15 of Leesburg is coming here and saying, well, you  16 know, we need a bigger pair of overalls because  17 we've approved all this development. They have  18 not. There's been, there's a Lowe's going in and  19 other than that, there's no new housing  20 developments causing the impact. It's just the  21 regional growth in general.  22 This is an important regional road.</p>

<p style="text-align: right;">Page 82</p> <p>1 People are coming in from the west, Delegate  2 Minchew's district, coming in from Maryland, and  3 the light is becoming a problem. I'm concerned  4 that if you do not keep this funding, you know,  5 continuous, this is going to be ending up  6 competing with other Loudoun projects next year  7 and I'm concerned the IJR, the Interchange  8 Justification Report, does, is good for maybe  9 seven or eight years, but it's not uncommon if we  10 have funding problems in Northern Virginia that  11 the things are pushed off and off and off. So  12 we're going to start spending more.  13 I think putting, I think, 55 or 58  14 million, whatever this costs, is a pretty good  15 deal. This project is not just good for congestion  16 relief, but people who are crossing that road.  17 They're not supposed to and the town built the  18 hike or biker trails as Supervisor Umstatted  19 mentioned. They stopped it short to not encourage  20 people, but still people are crossing.  21 They are crossing and amongst those  22 folks are work release prisoners. They have to</p>	<p style="text-align: right;">Page 84</p> <p>1 job is made more difficult by provisions that  2 distribute nearly one-third of all regional  3 dollars to local governments and require benefits  4 to be proportional by localities over time.  5 Of the 24 project applications, only two  6 score higher than 50% on the 599 congestion  7 reduction and only five score higher than 40% in  8 2040. Of the 24 projects, the Alliance recommends  9 the I-66/Route 28 interchange, the Route 28  10 improvements, Route 7 widening, Blue Line Metro  11 power upgrade, Fairfax County Parkway widening,  12 and the Potomac Yard Metro Station.  13 Projects that we believe do not, should  14 not receive regional dollars include the Falls  15 Church Bikeshare and East Falls Church Metro  16 Station, which ranked dead last in congestion  17 reduction. These projects also reflect the  18 Alliance's concern that the Authority's  19 quantitative scoring process exaggerates the value  20 of projects that benefit relatively few people.  21 Under HB 599, each score is 2.2, but when combined  22 with the quantitative measures, their scores</p>
<p style="text-align: right;">Page 83</p> <p>1 walk from the county jail nearly two to three  2 miles to get to the jobs along Route 7. They're  3 wearing reflector jacket vests and so forth.  4 Sheriff, tried to get the sheriff to give them a  5 ride. They don't give rides to work release  6 prisoners. So they're literally walking across  7 six lanes of traffic.  8 I don't really like the idea of that  9 happening and I really think that we ought to be  10 looking at the pedestrian side of this and the  11 bike side of this as well.  12 So I hope that we will get funding for  13 this and I hope that this will stay, this project  14 will keep moving forward. Thank you.  15 CHAIR NOHE: Thank you, Mr. Reid. Next  16 we have Bob Chase, who will be followed by Stewart  17 Schwartz.  18 MR. CHASE: Good evening, Mr Chairman.  19 Nancy Smith is on maternity leave and I'm not.  20 With regional transportation needs far  21 outstripping available regional transportation  22 dollars, the Authority has a difficult job. That</p>	<p style="text-align: right;">Page 85</p> <p>1 approach 50.  2 There is no requirement to spend every  3 available dollar every year. Prudence dictates  4 that investing now in several high ranking  5 projects and holding funds in reserve until  6 TransAction 2040 can rate more projects.  7 Bottom line, there's a lot of talk about  8 Metro stewardship. When completed in 20, in 2001,  9 the original 103 mile Metrorail System was  10 considered world class. Repeated warnings of  11 maintenance backlogs were ignored. Fifteen years  12 later, Metro is a mess.  13 During the next 15 years the Authority  14 will have stewardship over 3 to 4 billion regional  15 dollars. Its stewardship over this period will  16 determine whether congestion on our regional  17 network will be less or continue to lead the  18 nation.  19 Previous TransAction plans have been  20 largely collections of locally nominated projects.  21 For our region to be globally competitive,  22 TransAction 2040 must be strategically focused on</p>

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<p>1 solutions that best meet the most significant</p> <p>2 regional demands. All projects of great regional</p> <p>3 significance, including the Bi-County and Tri-</p> <p>4 County Parkways, American Legion Bridge, New</p> <p>5 Potomac Crossing, and Regional Express Bus Network</p> <p>6 must be evaluated.</p> <p>7 Spreading lots of money around on lots</p> <p>8 of regionally insignificant projects is easy.</p> <p>9 Exercising the discipline to choose wisely and</p> <p>10 focus on projects of greatest regional</p> <p>11 significance is hard, but necessary. To</p> <p>12 paraphrase the recently departed Dos Equis man,</p> <p>13 chose wisely, my friends. Thank you.</p> <p>14 CHAIR NOHE: Just to clarify to this</p> <p>15 point, the actor who played the most interesting</p> <p>16 man in the world is still alive. The Gambrinus</p> <p>17 Import actually sent him to Mars. The Gambrinus</p> <p>18 Import Company of San Antonio, Texas character</p> <p>19 went to Mars. The actor's still doing fine.</p> <p>20 MR. CHASE: Mr. Schwartz endorses all my</p> <p>21 remarks.</p> <p>22 CHAIR NOHE: Mr. Schwartz will be</p>	<p>1 That's where the market is going.</p> <p>2 People want more urban communities even in the</p> <p>3 suburbs. And it may be a completely different</p> <p>4 density, but it does have certain attributes of a</p> <p>5 local street network, complete streets for bike</p> <p>6 and ped, and creates great futures and quality of</p> <p>7 life for people.</p> <p>8 And contrary to what Bob says, these are</p> <p>9 regional solutions. If a million to two million</p> <p>10 people are coming here today and we just spread</p> <p>11 them out in the 1950 suburbs, it won't work. Our</p> <p>12 arterials like Route 50 we saw tonight will only</p> <p>13 get worse, and at some point, at what point do you</p> <p>14 stop widening?</p> <p>15 And, you know, we have to reduce the</p> <p>16 demand on those roads. That's why in this mix of</p> <p>17 things we tend to support those things that</p> <p>18 support walkable, bikeable transit oriented</p> <p>19 centers, whether it's the Bikeshare to East Falls</p> <p>20 Church and West Falls Church, Potomac Yard Metro</p> <p>21 Station, Crystal City streets and transit, the</p> <p>22 East Falls Church regional connectors, Seven</p>
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<p>1 followed by Kevin Wright.</p> <p>2 MR. SCHWARTZ: You've heard of yin and</p> <p>3 yang. I'm Stewart Schwartz, an Executive Director</p> <p>4 of the Coalition for Smarter Growth. We're a 19-</p> <p>5 year- old organization. I work in close</p> <p>6 partnership with those doing smart growth</p> <p>7 development, work closely with Conservation</p> <p>8 Community of Affordable Housing groups as well.</p> <p>9 We definitely appreciate the hard work</p> <p>10 of this body, elected officials, the staffs that</p> <p>11 have worked so hard on this and are trying to</p> <p>12 evaluate these projects in a wholistic way,</p> <p>13 looking at all the needs that transportation can</p> <p>14 meet in our community in terms of quality of life.</p> <p>15 We don't want to lose sight of an end</p> <p>16 goal and, you know, we have promoted this idea for</p> <p>17 a long time. It is now adopted in Region 4,</p> <p>18 Region Forward. It's part of the focus of just</p> <p>19 about every jurisdiction right now and every</p> <p>20 developer, and that is that the mixed-use,</p> <p>21 walkable, mixed-income, bikeable and transit-</p> <p>22 accessible communities are the future.</p>	<p>1 Corners ring road, actually is a key TOD transit</p> <p>2 oriented and development supporter, while we will</p> <p>3 support these same things at their Loudoun County</p> <p>4 Metro stations as well.</p> <p>5 The other transit investments, West End</p> <p>6 Transitway, Blue Line traction upgrade, connector</p> <p>7 buses, and so forth. I won't list them all.</p> <p>8 You know, the problem with the</p> <p>9 congestion reduction metric is that it, you know,</p> <p>10 it doesn't recognize induced traffic. If you</p> <p>11 build it, they will come. And you know, there are</p> <p>12 a lot of widenings in here. We understand the</p> <p>13 pain and we deal with it as well. We all, all of</p> <p>14 us drive at some point and deal with this traffic</p> <p>15 and deal with the bottlenecks.</p> <p>16 We can fix them, but then what's the</p> <p>17 plan 10, 20, 30 years down the road? And I think</p> <p>18 we have to do a lot more with scarce money to</p> <p>19 reduce the demand to drive through the way we</p> <p>20 design our land use. The Route 28 interchange is</p> <p>21 arguably more important than the expansion of I-66</p> <p>22 too far west. I mean it does address a bottleneck;</p>

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<p>1 although, we're nervous about allocating all your 2 money and not keeping it as a full State 3 responsibility.</p> <p>4 We actually wanted a transit and land 5 use first alternative for that corridor combined 6 within an interchange fix like that particular 7 one. You know, this Route 7/Battlefield bypass is 8 very interesting and troubling in some ways. 9 We're glad it's going to improve safety, 10 pedestrian, bike access. We understand the 11 dangers and risk of this bottleneck, but, and I'll 12 finish with this, think about how much easier you 13 make it to live even farther out every time we 14 expand one of these.</p> <p>15 So we really have to think about the 16 land uses to the west in Loudoun. Some of our 17 friends in West Virginia, we make it too easy to 18 commute long distances and people will as long as 19 gas prices remain low.</p> <p>20 So thank you very much as you wrestle 21 with this and we'll send our comments later in 22 formal writing. Thank you.</p>	<p>1 it also removes the light for. So it takes those 2 last two chokepoints away and that's one of the 3 reasons this is such a dangerous intersection.</p> <p>4 As you've heard, it is operating at a 5 Level of Service F and one of the things it does 6 that also hasn't been highlighted yet, is it's 7 creating congestion within the town of Leesburg, 8 as well as the impact for the east-west corridor. 9 And as it impacts that traffic, so we talked about 10 how Battlefield is our internal network for our 11 local residents, our local residents aren't able 12 to function on that road because of the, as we 13 refer to it, fascinating long light because we're 14 trying to favor Route 7 east and west.</p> <p>15 So they then find their way on to the 16 Route 7, 15 bypass, which is intended for 17 interstate traffic. And it's just putting that 18 much more traffic onto that major chokepoint.</p> <p>19 Ever year we wait the congestion is only 20 going to get worse. I previously served as chair 21 of the planning commission. I was sitting there 22 and I was realizing that was like 12 years ago and</p>
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<p>1 CHAIR NOHE: Thank you, Mr. Schwartz. 2 Next we have Kevin Wright, to be followed by Sonya 3 Breehey.</p> <p>4 MR. WRIGHT: Mr. Chair, members of the 5 Authority, thank you. My name is Kevin Wright. 6 I'm a resident of the town of Leesburg and you'll 7 be very surprised to hear that I'm here to talk 8 about Route 7 and the Battlefield Parkway 9 interchange. I will do my best not to repeat the 10 points that have already been made.</p> <p>11 I will highlight this is obviously a 12 regional improvement. This traffic is moving not 13 just regionally, but as our mayor stated, in an 14 interstate method.</p> <p>15 This project was previously identified 16 in the TransAction 2040. This will be the last 17 kind of pegged to make Route 7 achieve the limited 18 access highway. And the one point that hasn't 19 been highlighted yet is this is a two-for-one 20 project. So there's actually two lights that this 21 removes. So it's the light at Battlefield and 22 there's an immediately adjacent intersection that</p>	<p>1 this was a major priority then. It is even more 2 of a priority now. Every year we wait, as you 3 guys well know, watching the cost of these 4 projects go up, the congestion's going to get 5 worse. The cost of this project's going to go up.</p> <p>6 And the impact of the other projects 7 that are being done along Route 7 to relieve that 8 congestion will not be realized unless this last 9 chokepoint is met because we're backing up all the 10 way through those other projects.</p> <p>11 So with that, I'll thank you for your 12 time and appreciate your all's consideration.</p> <p>13 CHAIR NOHE: Thank you, sir. Next we 14 have Sonya Breehey, followed by Kelsey Crane. 15 Folks, we're coming near the end of our list. If 16 there's anyone who hopes to speak tonight, but has 17 not yet signed up, this will be your last call to 18 do so. Good.</p> <p>19 MS. BREEHEY: Good evening. My name is 20 Sonya Breehey and I'm here tonight to speak as a 21 Falls Church resident. I've come to ask that you 22 approve the funding for the City of Falls Church</p>


<p style="text-align: right;">Page 94</p> <p>1 by shared connections to the Orange and Silver  2 Line Metrorail station as part of your fiscal year  3 2017 program.</p> <p>4 Capital Bikeshare is a great program  5 that has proven successful around the region and I  6 want to see it expanded to Falls Church. Having  7 Bikeshare in my community would offer a very real  8 transportation option for me and my family, as  9 well as many Falls Church residents, people who  10 work in the city, and those visiting.</p> <p>11 Falls Church is lucky to have access to  12 the Orange and Silver Line, but the East and West  13 Falls Church stations aren't always close enough  14 to walk. As an example, I live within a few miles  15 of the Metro and I use it frequently, but  16 accessing the stations usually requires that I  17 drive or have someone drop me off.</p> <p>18 Having access to Bikeshare would provide  19 a new option for accessing transit. It would also  20 encourage local trips around town to be made by  21 bike instead of car, altogether helping to remove  22 cars from the local roadways and reducing</p>	<p style="text-align: right;">Page 96</p> <p>1 Fairfax, enhance those connections to the transit  2 stations and the regional trail network.</p> <p>3 But now they're working to expand  4 Bikeshare to the city by next summer. Falls  5 Church Bikeshare is an important piece to a  6 regionally significant Bikeshare network that  7 ultimately supports multimodal improvements to the  8 I-66 corridor. It is a cost effective, congestive  9 relief program and I ask the NVTa to please  10 support the City's efforts and provide capital  11 funding necessary to make the Bikeshare in Falls  12 Church a reality. Thank you.</p> <p>13 CHAIR NOHE: Thank you. Next we have  14 Kelsey Crane, will be followed by Preston Banks.</p> <p>15 MS. CRANE: Good evening, Chairman, and  16 Commissioners. Kelsey Crane. I am with the  17 Sierra Club, the oldest and largest environmental  18 nonprofit in the country. I'm here today. I'm  19 representing the over 15,000 members in Virginia.</p> <p>20 During the past 15 years, Northern  21 Virginia and Metropolitan Washington region have  22 moved toward focusing development in more compact,</p>
<p style="text-align: right;">Page 95</p> <p>1 congestion.</p> <p>2 The addition to Capital Bikeshare to  3 Falls Church would also provide access to  4 neighboring networks in Arlington and soon Tysons  5 in Fairfax County, and will help to build out the  6 larger network that also includes DC, Alexandria,  7 and Montgomery County.</p> <p>8 Having access to this network offers me  9 choice when I plan my trips, and it also, also  10 offers me choice when my planned route is  11 congested or experiencing delays. I may just pick  12 up a Bikeshare if I learn that there are service  13 disruptions on the Metro or that significant  14 roadway congestion is complicating my drive.</p> <p>15 Having several options, transportation options to  16 navigate my commute offers me greater reliability.</p> <p>17 The City of Falls Church has been making  18 great strides in promoting bicycling. They've  19 adopted a bicycle master plan. They've  20 implemented several bike routes and  21 infrastructures around the city, including working  22 with neighboring jurisdictions in Arlington and</p>	<p style="text-align: right;">Page 97</p> <p>1 mixed-use communities near transit. These  2 decisions are reaping significant economic  3 benefits as major employers and retail businesses  4 seek to locate in walkable, bikeable areas near  5 transit.</p> <p>6 They also significantly mitigate traffic  7 congestion by giving people more alternatives and  8 reduce pollution and green house gases, gas  9 emissions. Transportation accounts for 26% of  10 carbon emissions in the United States. Our  11 regional transportation investments should  12 encourage those paths for focusing growth in  13 activity centers near transit and expanding  14 transportation choices in Virginia.</p> <p>15 Our experience has shown time and time  16 again that new road capacities fill up quickly and  17 an effective congestion mitigation strategy must  18 focus on reenforcing more compact mixed-use,  19 transit-oriented development such as the Route 1  20 corridor and a VRE station area in Prince William,  21 the future Silver Line station areas around  22 Loudoun, Tysons' downtown Falls Church, and the</p>

<p style="text-align: right;">Page 98</p> <p>1 Blue Line corridor in Arlington and Alexandria.</p> <p>2 Major employers want to locate in these</p> <p>3 kinds of areas and people will pay a premium to</p> <p>4 live in these kinds of areas. Focus on expanding</p> <p>5 transportation choices will better address the</p> <p>6 root causes of our congestion problems and much</p> <p>7 better add lasting values for our communities and</p> <p>8 our local tax basis.</p> <p>9 Often municipalities develop long term</p> <p>10 plans for environmental sustainability initiatives</p> <p>11 and transportation plans distinctly and</p> <p>12 separately. Transportation planning can</p> <p>13 successfully address the relationship between</p> <p>14 transportation and climate change by prioritizing</p> <p>15 well-connected, multimodal, and transit options.</p> <p>16 NVTa's ranking system does include a</p> <p>17 broad range of measures that take into account</p> <p>18 cost effectiveness, coordination with land use,</p> <p>19 and reducing vehicle miles traveled. The smaller</p> <p>20 scaled projects such as improved bicycle and</p> <p>21 pedestrian connections to transit at East Falls</p> <p>22 Church and Arlington and stations in Falls Church</p>	<p style="text-align: right;">Page 100</p> <p>1 be included in the FY2017 program.</p> <p>2 The first is the I-66/Route 28</p> <p>3 interchange improvement. The second is the Route</p> <p>4 28 widening from Prince William County lines and</p> <p>5 Route 28. Being on Route 20 is even longer and I</p> <p>6 think it's, we can move people from the congestion</p> <p>7 and traffic on Route 28 to their homes or work or</p> <p>8 wherever their destination is, that'd be a great</p> <p>9 thing.</p> <p>10 In regards to the Manassas Park VRE</p> <p>11 Station Parking Expansion, I was surprised by its</p> <p>12 rating. Chairman Nohe made an excellent point.</p> <p>13 We are a diverse region. This is a diverse</p> <p>14 project. Riders at the Manassas Park ferry station</p> <p>15 parking lot come from all areas in Northern</p> <p>16 Virginia. Forty-five percent come from Prince</p> <p>17 William County. Thirteen percent come from Mayor</p> <p>18 Parrish's City of Manassas, thirty-three percent.</p> <p>19 And 13% come from Fairfax County.</p> <p>20 I also think that the Manassas Park VRE</p> <p>21 Station Parking Expansion project provides model</p> <p>22 balance or project balance. Out of the 24</p>
<p style="text-align: right;">Page 99</p> <p>1 have a big bang for the buck because they are much</p> <p>2 less expensive in most road projects and they act</p> <p>3 in concert with positive land use patterns and</p> <p>4 make it possible for people and easy for people to</p> <p>5 walk, bicycle, and use transit in the region.</p> <p>6 These projects have a regional benefit</p> <p>7 by connecting to regional transit systems and</p> <p>8 relieving pressure on the regional road network.</p> <p>9 Some of these projects should be funded, but they</p> <p>10 are not currently funded in the 2017 project</p> <p>11 selection process. Thank you for your time.</p> <p>12 CHAIR NOHE: Thank you very much. Next</p> <p>13 we have Mr. Banks whom I owe an apology. I did</p> <p>14 not have you on the --</p> <p>15 COUNCILMEMBER BANKS: I fell asleep.</p> <p>16 CHAIR NOHE: You should have been up</p> <p>17 front. I apologize. Mr. Banks, Councilmember</p> <p>18 Banks will be followed by Howard Albers.</p> <p>19 COUNCILMEMBER BANKS: Thank you and</p> <p>20 thank you, Chairman Nohe, and NVT members for this</p> <p>21 opportunity to speak tonight. I speak on behalf</p> <p>22 of the City of Manassas Park for three projects to</p>	<p style="text-align: right;">Page 101</p> <p>1 projects on the list, only 6 are transit. Now,</p> <p>2 and especially in the future, we need to move</p> <p>3 vehicles off the roads and I think we need to</p> <p>4 support transit, or mass transit projects.</p> <p>5 And my last reason for the Manassas</p> <p>6 Parking station is it's the only project in</p> <p>7 Manassas Park. So, and it's also a safety issue</p> <p>8 too because as the parking lot gets crowded,</p> <p>9 people have to cross the railroad tracks. And at</p> <p>10 6 o'clock or 7 o'clock in the morning, adults</p> <p>11 running across railroad tracks isn't the safest</p> <p>12 thing. And eventually an accident's going to</p> <p>13 happen.</p> <p>14 So I ask for you to include in the</p> <p>15 FY2017 program these three projects. And again,</p> <p>16 it's Route 28 widening, the I-66/Route 20</p> <p>17 interchange improvement, and the Manassas Park VRE</p> <p>18 Station Parking Expansion. Thank you.</p> <p>19 CHAIR NOHE: Next we have Mr. Howard</p> <p>20 Albers, followed by Robert Mandle.</p> <p>21 MR. ALBERS: Good evening. My name is</p> <p>22 Howard Albers and I live in Fairfax, Virginia.</p>

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<p>1 And I'm a member of the board of the Fairfax  2 Alliance for Better Bicycling, also known as FABB.  3 I'm speaking on behalf of the board of directors.  4 FABB recommends that the Northern  5 Virginia Transportation Authority approve funding  6 for Project 6W, also known as the Falls Church  7 Bikeshare Connections to the Orange and Silver  8 Metro stations. The project will help reduce  9 congestion in Falls Church city streets that plays  10 a key role in providing short distance  11 transportation needs.  12 For the most part, regional public  13 transportation networks exist in Northern Virginia  14 and plans are in process to improve the network.  15 The weakest link, however, is traveling the short  16 distance to the nearest bus stop or to the nearest  17 rail station. The proposed Bikeshare service will  18 help resolve this weakest link.  19 The system design will have as it's  20 anchor ports, points that East Falls Church and  21 West Falls Church Metro stations, having  22 appropriately spaced Bikeshare stations between</p>	<p>1 researched Bikeshare proposal and it deserves to  2 be funded. The Project 6W will improve the health  3 and fitness of the users, contribute to the  4 environment, and most of all, reduce congestion in  5 the city. And also help connectivity within the  6 region. Thank you.  7 CHAIR NOHE: Thank you. Next we have  8 Robert Mandle, follow by Robert Whitfield.  9 MR. MANDLE: Good evening. My name is  10 Rob Mandle. I'm the chief operating officer for  11 the Crystal City Business Improvement District.  12 We're a public/private partnership that's charged  13 with changing how people see, perceive, and  14 experience Crystal City. And as Chairman Nohe so  15 artfully illustrated, transportation matters for  16 perception and experience. And so that's why I'm  17 here today.  18 Accessibility is an important part of  19 our, of our program in Crystal City and we wanted  20 to talk a little bit about the Crystal City  21 streets and transit project. I think it's 8Y.  22 As a bit of context, the Crystal City</p>
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<p>1 the anchor points are needed to make the system  2 operate efficiently. Bikeshare will provide  3 commuting in the city of Falls Church for those  4 that walk and will give them another transit  5 opinion, one that complements the existing bus and  6 Metro operations. The neighboring jurisdictions  7 as was earlier said, the district Arlington,  8 Alexandria, and Fairfax County have or will soon  9 have Bikeshare systems.  10 Bikeshare will provide a low cost  11 transportation solution and needs to be funded.  12 For FY17, Project 6W is the only transportation  13 package aimed exclusively for bicycling. Federal  14 and Commonwealth of Virginia policies are clear  15 that bicycling as a form of transportation and  16 must be included in all decisions for making  17 transportation decisions.  18 In 2015, the City of Falls Church  19 approved their bicycle master plan and included  20 the tag line, Connecting Communities. It's begun  21 a good planning process to build new trails and  22 bike lanes and they have submitted a well-</p>	<p>1 area consists of about 10 million square feet of  2 office, about 8,000 residential units. It's  3 almost 6,000 hotel rooms and about a million  4 square feet of retail. You take a slightly wider  5 lens, we're actually the largest downtown district  6 in the entire Commonwealth. Even greater than  7 Richmond, and that's including Pentagon City,  8 Potomac Yard, the Pentagon, and the airport.  9 And as with any major downtown, getting  10 people to, through, and from is especially  11 critical to maintaining economic sustainability  12 and driving economic activity. The Crystal City  13 Streets project, which includes regionally  14 significant roadway improvements, as well as an  15 extension to the area. The region's first  16 regional VRT system is one such investment.  17 Now this project enhances regional  18 mobility in a number of ways that were explicitly  19 touched upon in the original application by  20 Arlington County. First it supports the Crystal  21 City Sector Plan which envisions a large  22 revitalization plan for Crystal City that's going</p>

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<p>1 to increase density quite significantly, and in so 2 doing, the project will expand transit capacity, 3 as well as reconfigure roadways to reduce 4 spillover effects onto US Route 1 in particular. 5 Second, the project actually leverages 6 funds that were, were outlaid in fiscal year 2014 7 by this body to mitigate Blue Line service 8 reductions through additional bus capacity. And 9 the current Arlington County Transit Development 10 Plan has a premium bus line that isn't technically 11 approved yet, but is likely to be. And this new, 12 new line will actually utilize the new transit 13 extension that is part of this project in a way 14 that speeds, speeds access, and enhances 15 reliability between Fairfax, Alexandria, and this 16 major job center, not to mention the regional 17 Metrorail system. 18 Finally, the Crystal City Streets 19 Project does something else for a project that's 20 coming. The Interstate 395 HOT Lanes project is 21 actually going to increase capacity for the 22 highway and vehicles entering into Crystal City</p>	<p>1 consider regional projects and I have proposed - 2 and I haven't got this into legislative form - for 3 it to be considered a regional project. It seems 4 to me that the majority of benefit has to be to 5 the region rather than to the locality. And so 6 I'm going to propose to general assembly something 7 like the majority of the benefits have to be 8 beyond a certain radius, whether it's three miles 9 or five miles. 10 So certain projects on here, such as 11 bike stands in East Falls Church, clearly have no 12 role in a regional funding plan. In fact, they 13 presented information to the NVTC last week, which 14 I think said something like there were, I think 15 there were 12 bike ports, but the whole point is 16 the cost of this project is astronomical. Reminds 17 me of the million dollar bus stop. 18 We need to focus on regional needs. 19 Local needs have funding separate than this and 20 let the localities decide that. 21 I guess I want a claim for VDOT the 22 benefit of those new traffic congestion signs and</p>
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<p>1 without major changes to the local roadway 2 networks. The congestion mitigation benefits of 3 that project will suffer. 4 So I'm hoping that you guys will take a 5 second look at the Crystal City Streets project to 6 help ensure continued access and economic 7 sustainability. Thanks. 8 CHAIR NOHE: Thank you, sir. Next we 9 have Rob Whitfield, to be followed by Matthew 10 Kahn. 11 MR. WHITFIELD: Good evening, Chairman 12 Nohe, and members of the NVT. I'm dressed like 13 this because I spent much of the afternoon on I-66 14 and the beltway. I had to go up to Rockville and 15 back and there was a truck fire somewhere along 16 the way that really set me back, so. 17 I assume that the projects we're 18 reviewing here are just the regional funding 19 projects. Has nothing to do with the local 20 funding; is that correct? 21 UNIDENTIFIED SPEAKE: That's correct. 22 MR. WHITFIELD: So therefore, we need to</p>	<p>1 certainly, and the overhead signs on the time of 2 travel. This morning trying to get into the Metro 3 board meeting, I got to the beltway and the sign 4 said 32 minutes to the Roosevelt Bridge. And I 5 thought, oh God, what am I going to do. So I 6 actually went down to Springfield and up 395. I 7 made it in 22 minutes to the 14th Street Bridge. 8 Signage is the kind of thing that we 9 need within the region, improved signage. 10 Unfortunately, we only have it on certain roads. 11 We don't even have it on the Dulles toll road. 12 As to the Leesburg situation, I observed 13 a bad accident there a couple years ago the day 14 after Thanksgiving and I suggested as a near term 15 step you need a variable traffic sign as you come 16 westbound from where Wegmans is and there's a 17 Holiday Inn there. And right now that sign says 55 18 miles an hour. I have no idea why it's 55. It 19 should be a variable sign based on the congestion 20 due to the shopping center. 21 I support the Battlefield overpass as I 22 do see it's benefit. By contrast, we heard about</p>

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<p>1 Herndon. I certainly don't see the benefit of 2 that project to the overall regional need. 3 The other thing which I'm sorry we don't 4 have is the integration of the VDOT projects where 5 the VDOT funding is in relationship to the NVT 6 projects because it would help us see on the 7 locality, in the localities where the benefits 8 are. 9 And so I will provide you more comments 10 in writing. 11 CHAIR NOHE: Thank you, Mr. Whitfield. 12 Mr. Kahn. You get to bring us home tonight. 13 MR. KAHN: Chairman Nohe, and members of 14 the Authority, I'm Matt Kahn. I'm a realtor from 15 Falls Realty. And although I'm speaking as a 30- 16 year-resident of the city of Falls Church and a 17 Virginia taxpayer for 35 years, I'm also a 18 director of the Virginia Association of Realtors 19 and past chairman of the Northern Virginia 20 Association of Realtors Public Policy Committee 21 and (inaudible). 22 And I served as a member of the City of</p>	<p>1 If they were proposing traffic light 2 synchronization on Route 7, it would cost less and 3 affect the congestion much more. When a project 4 value is not reflected in noticeable congestion 5 relief, support for the taxes and process will 6 continue to dissipate. 7 I do support the Northern Virginia 8 Business Coalition's priorities, however, 9 including the I-66/Route 28 intersection 10 improvements, and other proposed Route 28 11 improvements north from the Prince William County 12 line; the Route 7 widening from Colvin Mill Run to 13 the Dulles toll road; Metro Blue Line power 14 upgrade; and the Fairfax County Parkway widening 15 from Route 123 to Route 29. 16 In closing, I would ask you to invest 17 our funds wisely. And thank you for your time and 18 efforts to improve our collective quality of life 19 in this area by specifically focusing on 20 congestion relief with traffic. Thank you. 21 CHAIR NOHE: Thank you. And with that 22 we will close tonight's public hearing. I remind</p>
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<p>1 Falls Church's Board of Equalization for 15 years, 2 9 as chairperson. And I was significantly 3 involved in rallying support for the tax increases 4 for congestion reduction related especially to HB 5 599. 6 I come before you to speak in opposition 7 to the Falls Church Bikeshare program and the East 8 Falls Church Metro Access project. I believe that 9 the formula used in evaluating these projects 10 greatly over values these projects and causes 11 funds to be spent in ways which go against the 12 legislative arguments and promises made during the 13 political process that authorized this taxation 14 and spending. 15 Essentially these projects would be 16 spending a disproportionate amount of money for 17 very little, if any, effect on our collective 18 quality of life. People willing to take bike 19 rides significant distances already have bikes. 20 And we couldn't get people to ride on our George 21 bus which tried to facilitate the local 22 transportation.</p>	<p>1 folks that the public comment period remains open 2 until June 17th by 5 p.m. So please feel free to 3 visit our website where there's a number of means 4 by which one can reach out to us and provide 5 further comments. 6 And thank you to all of the speakers who 7 came out and thank you also those of you who 8 patiently sat and heard all these comments with 9 us. 10 With that, again, the public hearing's 11 closed. And we have a -- we actually have a 12 business meeting still. I'll promise members it 13 should be fairly brief. 14 Ms. Backmon, is there anything you need 15 to share with us in the context of the public 16 hearing before we open the meeting? 17 MS. BACKMON: I don't, Mr. Chairman, 18 just to remind, reiterate that the public hearing 19 closes June 17th, or the public comment period 20 closes June 17th at 5 p.m. Your planning and 21 program committee will meet July 1. The finance 22 committee meets next week. We have to make a</p>

<p style="text-align: right;">Page 114</p> <p>1 recommendation on the funding cap and the  2 Authority is scheduled to adopt the program at  3 your July 14th meeting.  4 CHAIR NOHE: Excellent. Thank you very  5 much.  6 (Whereupon the proceedings concluded.)  7  8  9  10  11  12  13  14  15  16  17  18  19  20  21  22</p>	<p style="text-align: right;">Page 116</p> <p>1 CERTIFICATE OF TRANSCRIPTION  2  3 I, Penny Knight, hereby certify that I am not  4 the Court Reporter who reported the following  5 proceeding and that I have typed the transcript of  6 this proceeding using the Court Reporter's notes  7 and recordings.  8 The foregoing/attached transcript is a true,  9 correct, and complete transcription of said  10 proceeding.  11  12  13  14  15  16 6/20/16  17 Date Penny Knight  18 Transcriptionist  19  20  21  22</p>
<p style="text-align: right;">Page 115</p> <p>1 CERTIFICATE OF NOTARY PUBLIC  2 I, Nate Riveness, the officer before whom the  3 foregoing meeting was taken, do hereby certify that  4 the meeting was recorded by me and thereafter  5 reduced to typewriting under my direction; that  6 said transcript is a true record of the  7 proceeding; that I am neither counsel for, related  8 to, nor employed by any of the parties to the  9 action in which this meeting was taken; and,  10 further, that I am not a relative or employee of  11 any counsel or attorney employed by the parties  12 hereto, nor financially or otherwise interested in  13 the outcome of this action.  14  15  16  17  18   19 Nate Riveness  20 Notary Public in and for  21 the Commonwealth of Virginia  22</p>	

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To: Members of the Alexandria City Transportation Commission and Northern Virginia Transportation Authority  
Subject: Public Comment Period for Draft 2017 Program

My name is Liz Goldmann and I'm a resident of Alexandria. Due to other commitments I'm unable to attend the Alexandria City Transportation Commission meeting but wanted to provide my comments on the Northern Virginia Transportation Authority program. Please share this with your commissioners and the Northern Virginia Transportation Authority officials.

First and foremost thank you for allowing public comments on this draft program. All of the projects which are included will help transportation but my particular comments relate to four projects which I think are very important and should be granted funding.

The first project is the Potomac Yard Metro Station which falls along US Route 1 in Alexandria. This project will be a catalyst for urban development and get people out of their cars and get people to live and work and shop within a reasonable distance of a metro station, something which Alexandria needs more of and something which can be seen in Arlington, DC, Silver Spring, and Bethesda. Potomac Yard will also be a go to station for south Arlington residents as well as a future large employment center for the DC area. This project should be funded.

The second project is the 66 Route 28 interchange project which I believe should be funded. Traffic on 66 and 28 is really dreadful and unpredictable. I have the unfortunately experience of traveling 66 three times a week, while I telecommute two days out of the week which helps to keep my sanity. Two years ago my company moved from a location near Alexandria in Arlington to a location on McClearen Road in Fairfax County. Any improvements to 66 and to 28 are welcomed. I love my job and the people I work with and with this project I would encourage more programs which promote telecommute and alternative work schedules as well as more public transportation options and extensions on 66 and 28 such as Metro. There are many others who are in my shoes who live closer to the city but now travel west instead of traveling to Arlington and downtown. Telecommuting and other programs are encouraging and helpful but the improvements are also helpful for days which I'm unable to telework.

The third project is the Metro blue line project as trips on the blue line are filled with standing room only trains and delays. My husband can relate to this experience as a trip from Braddock Road to Foggy Bottom on Metro can at times be longer than just driving and finding parking. There should be some investment in separating the blue line from the orange and silver lines to improve the service on the blue line which would in turn help the orange and silver lines as well. Metro really needs to get their act together with safety and security and with service and this project would help with the service portion. This project should be funded.

The last project is the West End Transitway. While in grad school I lived in Southern Towers which is an apartment complex in Alexandria, on Seminary Road. To get to and from school as well as from work as I didn't own a car, I took the Metro bus daily to get to and from the Pentagon along with several hundreds of other. Though that was many years ago and though I no longer live in Southern Towers, I think this is an important project which should be funded. The western section of this town is growing and changing and is in need of better public transportation services. The West End Transitway would be that answer which is needed and be the catalyst for getting more people to metro stations and to Shirlington faster and for more development and for a car lite lifestyle.

Thank you for your time and reading my comments!

Liz

I am writing in support of three Arlington County transportation projects proposals that have been submitted to the Northern Virginia Transportation Authority (NVTA) and scored under the new HB599 process for inclusion in its FY2017 program. As a resident of Woodmont, officer of the Woodmont Civic Association and active member of the Lee Highway Alliance, I applaud the score NVTA has given the Lee Highway Corridor Intelligent Transportation System (ITS) Enhancements and fully support the County's funding request of \$3,000,000.

But as an active member of the Arlington Transportation Commission and supporter of good smart growth policies in Arlington (and around the DC-MD-NoVA region), I implore you to fund two additional Arlington County projects that have been submitted and scored by the Northern Virginia Transportation Authority. The projects are the following: 1. Crystal City Streets: 12th St Transitway, Clark/Bell Realignment, and Intersection Improvements and 2. East Falls Church Regional Connections and Access Project. Here is why I support them:

The 12th Street Transitway is a remarkable project and helps expand transit access in Arlington via the Metroway, benefiting residents of Arlington and Alexandria. The Crystal City Streets: 12th St Transitway, Clark/Bell Realignment, and Intersection Improvements will improve the way people move through Crystal City and help solve both local and regional mobility challenges. While I am usually not in favor of additional street expansions or improvements (for fear of wasting millions of dollars), this project will improve the existing road network through Crystal City and help make connections to all transit modes more efficient. But even better, the project will create new connections and provide greater accessibility to/from Metrorail, VRE, Metrobus and ART Bus. Finally, this project will also help construct the extension of the CCPY Transitway.

An equally important project, in terms of improving transit access and achieving smart growth principles in the region, is the East Falls Church Regional Connections and Access Project. As an Arlingtonian, I take pride in our county's national recognition as a leader in smart growth development. Transit-oriented development, walkability, bikeability, and complete streets design are vital to our success. Now, Arlington is sharing its knowledge and success with smart growth development and working directly with the City of Falls Church on the East Falls Church Regional Connections and Access Project. This collaboration will vastly improve the current pedestrian, bicycle and transit access to the East Falls Church Metrorail Station, expanding access to the metro station for many more residents of the City of Falls Church who are either walking, biking or taking the bus.

Not only will this project expand bus capacity at the station, the partnership between Arlington and the City of Falls Church also will allow for the installation of six Capital Bikeshare stations within one mile of the Metrorail station entrance. The NVTA application, which was submitted by the City of Falls Church and is to install Capital Bikeshare station in the City, will help create a bikeshare network in the City and western Arlington County. Together, Arlington and the City of Falls Church will set an example for the rest of the region in terms of collaboration and this project will ensure that our regional transit stations have complementary, strong, multimodal systems.

All three projects scored well in terms of the NVTAs rankings and they are unquestionably great projects. NVTAs should provide funding for them in its FY2017 program.

Thank you for your consideration. If you have any questions regarding my comments, my contact information is below.

Richard Price

May 31, 2016

Mr. Martin Nohe  
Chairman, NVT  
3040 Williams Drive  
Suite 200  
Fairfax, Virginia 22031



Re: Comments on Proposed FY2017 Projects

Dear Chairman Nohe,

The Crystal City Business Improvement District (BID) has reviewed the list of 24 projects seeking Northern Virginia Transportation Authority (NVT) funding as part of the FY2017 funding cycle. One project critical to the transformation of Crystal City, however, was not included in the set of recommended projects. Given the local and regional importance of the Crystal City Streets projects (8Y), the Crystal City BID requests that NVT reconsider and add it to the list of projects receiving funding.

In 2013, House Bill 2313 delivered on the promise to bring new funding for critical transportation investments in our region, a number of which have already been made throughout Arlington and Crystal City. Specifically, funds to support additional buses have helped alleviate problems on the Blue line. The Crystal City multimodal center is currently under construction and nearing completion. Funds to support planning and design for the Boundary Channel interchange and Columbia Pike Multimodal Improvements have kept those projects moving towards implementation. Traction power upgrades and a VRE platform extension study were funded as part of the last round of NVT funding.

For the FY 2017 funding cycle, Arlington's funding request for the Crystal City Streets Projects would maintain momentum for enhanced mobility in Crystal City and the region in a number of ways. Both the Clark/Bell Street realignment and intersection improvements and the 12<sup>th</sup> Street Transitway extension support the vision of the Crystal City Sector Plan by reconfiguring roadways and expanding transit capacity to maintain mobility and spillover congestion as the area redevelops.

An extended transitway supports efforts from the FY 2014 NVT funding round to mitigate reductions in Blue Line service that followed introduction of the Silver line by adding capacity for a critical alternative mode along the corridor between Alexandria, Crystal City, and the regional transit network via Metrorail. Further, the investment benefits projects included in Arlington County's proposed Transit Development Plan update. The update includes a new premium bus service providing regional mobility connecting Skyline in Fairfax County to Pentagon City and Crystal City metro stations along the extended alignment to be funded through the Crystal City Streets project.

Finally, the Crystal City Streets project provides enhanced connectivity needed on the local network to handle additional capacity on Interstate 395 delivered as part of the proposed Hot Lanes Project. Without changes to the existing network, congestion and stacking will affect the intended mitigation benefits of those projects and negatively impact regional mobility.

To date, the NVT has been a good steward of regional transportation funds ensuring that money is reinvested in ways that best support the continued success of the region's activity centers. Crystal City is Arlington's largest downtown district with over 17 million square feet of office space, 17,000

residential units, nearly 3 million square feet of retail, almost 6,000 hotel rooms, the Pentagon, and Washington National Airport. The area is home to over 23,000 residents, employs approximately 72,000 people and welcomes over 50,000 airport passengers per day (20 million annually). Continuing to grow and expand mobility and accessibility options for this district is critical to ensuring, protecting, and reinforcing the near and long term sustainability of the region's and the Commonwealth's economic engine. Funding the Crystal City Streets projects is a key element of achieving this goal.

Respectfully,

A handwritten signature in black ink, appearing to read 'Angela Fox', with a stylized flourish at the end.

Angela Fox  
President / CEO  
Crystal City Business Improvement District



**Lisa C. Merkel**

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**June 1, 2016**

**VIA EMAIL**

Honorable Martin Nohe, Chairman  
Northern Virginia Transportation Authority  
[mnohe@pwcgov.org](mailto:mnohe@pwcgov.org)

**Re: Town of Herndon Comments, NVTa's  
FY 17 One-Year Program, 'East Elden Street  
Widening and Improvements' (UPC 50100) Project**

Dear Chairman Nohe:

On behalf of the Herndon Town Council and the citizens we serve, thank you for the opportunity to comment on the town's East Elden Street Widening and Improvements project for inclusion in the Northern Virginia Transportation Authority (NVTa) FY 2017 One-Year Program.

Herndon's East Elden Street project has been listed in the Virginia Department of Transportation's (VDOT) Six-Year Improvement Plan since year 1999 and has long been designated as a Corridor Improvement Overlay District by both Fairfax County and the town. Consequently, since 2000, significant sections of street dedication and easements have been acquired by the town for the planned roadway improvements. In addition, the project is listed in the NVTa regional TransAction 2040 Plan, the Transportation Planning Board Constrained Long Range Plan, and the town's Comprehensive Plan, including the adopted FY 2017-22 Capital Improvement Program.

Last year, the project was allocated \$10.4 million for inclusion in the NVTa FY 2015-2016 Two-Year program as a carryover project from the NVTa FY 2014 list of regional roadway projects. The project is now leveraging previous non-NVTa federal funding allocations totaling \$6.5 million, a portion of which has been directed towards the preliminary engineering phase that is now underway.

The engineering design for this project is being prepared by VDOT, with the location and design public hearing scheduled for the fall of 2016. The project is long overdue and ready to move forward given the requested funding. The current and future funding request to NVTa was coordinated with VDOT's project and program management staff. NVTa Regional Revenue Funding is needed for the project to proceed forward to the final design, right-of-way, and on to construction in year 2020.

**Honorable Martin Nohe, Chairman**  
**Northern Virginia Transportation Authority**  
**June 1, 2016**  
**Page Two**

Elden Street is Herndon's commercial corridor and a critical town arterial with regional connectivity to Fairfax and Loudoun county arterials and the Dulles Toll Road. Improving the eastern portion of Elden Street is essential in creating a safe and efficient transportation network to relieve current congestion and to meet the needs of regional growth. The project provides for street congestion reduction measures and addresses existing and future level of service deficiencies across all modes of transportation. The project is truly multi-modal and balances auto congestion relief with pedestrian, bicycle, transit circulation and connectivity to the regional roadway and trail network.

The primary purpose of the town's East Elden Street Widening and Improvements project is to relieve congestion now and in the future by increasing capacity, while improving safety and multi-modal circulation for local and regional destinations. The project is one mile in length and is located between Monroe Street and the Fairfax County Parkway. The project and its congestion reduction measures, regional benefits, safety improvements and flood control mitigation are further described below.

**Congestion Reduction:** The project will reduce traffic congestion, facilitate vehicular access to and from the Fairfax County Parkway, and increase the efficiency of the east intersection of Elden Street and Herndon Parkway. Traffic volumes are increasing each year between Herndon Parkway and the town limits at Fairfax County Parkway. Between years 2000 to 2010, East Elden Street typical daily traffic volumes were approximately 30,000 vehicles per day (VPD). However, since year 2010, traffic volumes have increased to over 35,000 VPD. The town's most recent traffic count revealed 44,884 VPD.

To relieve current and future congestion, the scope of this project is to widen and reconstruct Elden Street from four to six lanes between Fairfax County Parkway and Herndon Parkway; provide a raised median and dedicated turning lanes at select major intersections between Herndon Parkway and Van Buren Street; and transition to a two-lane section with dedicated turning movements between Van Buren and Monroe Street.

Key access management and congestion relief measures are:

- Two additional lanes, one in each direction, between Herndon Parkway and Fairfax County Parkway, to accommodate vehicle throughput and current and future traffic volumes during peak commuting hours;
- Medians and dedicated left-turn lane capacity improvements to accommodate improved vehicle throughput between Van Buren Street and Herndon Parkway;

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- Signalization and dedicated left-turn lane capacity improvements at the Elden Street and Van Buren Street intersection;
- Transit facility and ADA access improvements across all 14 bus stop/bus shelter locations to serve four Fairfax Connector routes;
- Wide ADA accessible six-foot sidewalks, ADA curb cuts, pedestrian/audio signals and crosswalk intersection enhancements to provide alternatives to vehicle use; and
- Pedestrian/bike connectivity to local and regional trails that will connect to the future Herndon Metrorail Station.

**Regional Benefits:** Elden Street is a key arterial roadway serving both local and regional traffic and is a significant link in the local and regional transportation network. Elden Street is the town's major commercial corridor and is a primary state route providing connectivity between Herndon, its environs (Reston, Fairfax and Loudoun) and the surrounding roadway network to include: Centreville Road (Route 228), Fairfax County Parkway (Route 286), Baron Cameron Avenue (Route 606), Route 28 and the Dulles Toll Road (Route 267).

The Town of Herndon is struggling with transportation issues as much as other Northern Virginia locations. The number of jobs in Herndon of approximately 25,000 equals the town's population, resulting in heavy commuting traffic entering and leaving the town during morning and evening rush hours. With a real estate tax base that is approximately 50 percent commercial and 50 percent residential, Herndon serves as a regional workforce destination. Regional benefits of the town's project include:

- Street capacity and multi-modal improvements will enable the eastern portion of Elden Street to continue to serve as a critical arterial for commuter traffic and a functional component of the region's multimodal transportation system; particularly at the key regional intersections of Fairfax County Parkway/Elden Street/Baron Cameron Avenue and Elden Street/Herndon Parkway;
- Serving four Fairfax Connector transit routes providing access to the future Herndon Station and Reston Town Center Station of Metrorail's Silver Line, as well as regional intermodal connectivity for Herndon, Reston, Dulles Corridor, Dulles Airport and beyond; and

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- Improved pedestrian and bicycle connectivity to Northern Virginia's W&OD Regional Trail, the town's Folly Lick/Van Buren Street Trail, as well as the Fairfax County Parkway Trail and Sugarland Run Trail ~ all of which will provide pedestrian and bicycle access to the future Herndon Station of Dulles Metrorail, removing vehicle trips from the roadways.

Furthermore, Herndon hosts a significant number of firms involved directly or indirectly with the federal government, several of which are located along the East Elden Street corridor. The Northern Virginia region traditionally supports the work of the federal government, and the movement of people, goods and services to/from Herndon is no less important than other locations in the region.

**Auto and pedestrian safety improvements:** The town's accident data for the past three years revealed an unacceptable accident rate of approximately 98 accidents per year along East Elden Street. Proposed improvements will increase overall auto and pedestrian safety, while also improving safety and multi-modal circulation for drivers, pedestrians, bicyclists, and transit riders for local and regional destinations. Specific safety measures include:

- Enhanced safety facilities for pedestrians, cyclists and transit users ~ i.e. ADA accessible wide sidewalks/curb cuts; streetprint crosswalks; pedestrian crossing/refuge islands; pedestrian/audio signalization; curb radius reduction; as well as proposed dedicated bike lanes;
- Access management and median controls along the length of the project;
- Signalized intersections along East Elden Street to include a proposed new intersection pedestrian crossing with a high-intensity activated crosswalk at a high volume commercial driveway entrance; and
- Bus shelters, bus stop safety, and ADA improvements across all of the project's 14 Fairfax Connector stops. Bus stops are planned to be positioned closer to signalized intersections to reduce mid-block crossings and provide safer access walking to/from bus stops.

**Critical flood control mitigation:** The town's project would also incorporate critical flood mitigation measures to resolve unsafe and significant Sugarland Run flooding that overtops and closes the roadway section between Herndon Parkway and Fairfax County Parkway. The frequency of roadway flooding since 2010 from increasing development in the Sugarland Run watershed has warranted the need to correct an extremely unsafe and dangerous street condition on this section of roadway.

Accordingly, VDOT's revised engineering design addresses significant safety improvements by elevating the roadway to accommodate a 25-Year flood instead of a previous design for only a 10-Year flood. VDOT has determined that elevating the roadway further in the Sugarland Run section of East Elden Street has increased the cost, but not as a cost overrun.

Despite the project's rating score, the project relieves congestion and provides for multi-modal measures and connectivity. The project is truly multi-modal and balances congestion relief with improved pedestrian, bicycle, transit circulation and connectivity to the regional roadway and trail network, as well as future Herndon and Reston Metrorail stations. Specifically, the project will include bicycle lanes in both directions, serve at least four Fairfax Connector routes, along with pedestrian/bike connectivity to four regional trails (W&OD, Folly Lick, Sugarland, and Fairfax County Parkway trails) with connectivity to Herndon's Metrorail Station ~ all in a concerted effort to encourage non-vehicle usage and consequently reduce congestion.

VDOT's redesign results in a much safer regional arterial by elevating the roadway to accommodate an upgraded and larger capacity bridge structure necessitated by increasing development in the Sugarland watershed area. VDOT and the town consider the revised cost for the re-designed upgraded bridge as an applicable, necessary, and critical part of the town's roadway project to ensure the safety of the community.

The Town of Herndon has been and will continue to be severely impacted by substantial redevelopment and increasing land use density in both western Fairfax County and eastern Loudoun County. The town's thoroughfares are being used as alternatives to the surrounding roadway network (Fairfax County Parkway, Route 28, Dulles Toll Road and Dulles Greenway), resulting in ever-increasing traffic volumes and congestion along the Elden Street corridor. The East Elden Street project is to assist in mitigating that impact. The project is ready to move forward if given the funding it needs.

**Honorable Martin Nohe, Chairman**  
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The Herndon Town Council is in full support of the East Elden Street project and its funding request to the NVTa. We commend the Authority, the NVTa - Planning and Programming Committee and the NVTa - Regional Jurisdiction and Agency Coordinating Committee for their concerted efforts to identify and prioritize transportation improvement projects across all transportation modes and to appropriately balance and allocate the regional revenue funding throughout Northern Virginia. The town is prepared to work cooperatively with NVTa, VDOT, Fairfax County, and other agencies involved in addressing the town's regional roadway project and other critical regional transportation initiatives.

On behalf of the Town of Herndon, we respectfully request your favorable consideration of funding for the 'East Elden Street Widening and Improvements' (UPC 50100) project. We appreciate your continued support and hard work.

Please feel free to contact me personally should you have any questions or would like to discuss the town's request in greater detail.

Regards,



Lisa C. Merkel  
Mayor

- c. Members of the Herndon Town Council  
Arthur Anselene, Town Manager  
Mary Tuohy, Director of Finance  
Robert Boxer, Director of Public Works  
Elizabeth Gilleran, Director of Community Development  
Monica Backmon, Executive Director, Northern Virginia Transportation Authority  
Tom Biesiadny, Director of Transportation, Fairfax Department of Transportation  
Terry Yates, P.E. Arlington & Fairfax Preliminary Engineering Manager, VDOT  
Mark Duceman, Transportation Program Manager

Dear Commissioners,

I am writing in support of the funding request for starting the Bike-Share program in the City of Falls Church. Although most citizens live approximately a mile from either the East falls Church or West Falls Church Metro stations, getting to the stations often requires getting into a car and adding traffic to our already crowded roads. The City is an ideal location to extend the Bike-Share systems which is heavily used by our neighbors in Arlington.

A couple of points to emphasis:

- **Over the past decade, Falls Church has experienced a significant amount of higher density development, bringing with it a younger demographic with bicycling experience as a regular mode of transportation. The City has close access to two Metro stations but needs better connectivity through Bike-Share for its residents' and visitors' first- and last-mile to and from Metro.**
- **Bike-Share will enable Falls Church to take greater advantage of the W&OD Trail, which runs directly through the City.**
- **With Washington Area Council of Government's (COG) endorsement of a single bike sharing system to serve the entire region, Falls Church is ready to join Bike-Share, bringing a densely populated, centrally located jurisdiction into the network.**

It is time for Northern Virginia to act in ways that take cars off our roads and provide cleaner air while one can also get beneficial exercise in our daily lives.

Thanks for your consideration of this request.

*Barry Buschow*

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June 1, 2016

Northern Virginia Transportation Authority  
3040 Williams Drive  
Suite 300  
Fairfax, VA 22031

Dear Northern Virginia Transportation Authority,

The Arlington Chamber of Commerce is pleased to provide feedback with regard to the project section for the region's FY 2017 Program. Overall, we believe that the proposed list of projects realizes the vision of a scope of regionally significant, cost-effective investments that will reduce congestion and connect Regional Activity Centers. However, we maintain concerns that the FY 2017 Program fails to proportionately improve travel conditions for all modes. The recommended \$493 million Program provides funding for three transit projects and six highway projects. The transit projects account for 17% of the recommended funding package and highway projects make up the remaining 83%. It is critical for the success of our region to continue our dedication to the modal balance of our transportation alternatives. Therefore, we strongly encourage an increased emphasis on transit projects in this year's program.

The Arlington Chamber of Commerce specifically supports the inclusion of staff-recommended projects including the Lee Highway Corridor Intelligent Transportation System Enhancements as well as funds dedicated to the design and construction of the Potomac Yard Metrorail Station. These projects truly embody the ideal of regional benefit. In the interest of ensuring critically needed multimodal options for our region's commuters, the Arlington Chamber of Commerce highly recommends that the following projects be reconsidered to be included for funding in the FY 2017 Program, both of which were scored by NVTa in the top half of projects considered:

- East Falls Church Regional Connection and Access: Arlington County is requesting \$6.5 million to provide two additional bus bays at the station, six Capital Bikeshare stations, and improve access for automobiles & buses entering and exiting the park & ride facility.
  - The East Falls Church Metro Station is a major regional transit facility for residents of the City of Falls Church, Fairfax County, and Arlington County. With limited park and ride spaces, the station is heavily dependent on bus service, walking, and bicycling. The

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project seeks to provide two additional bus bays that will allow for additional regional and local bus service to access the facility which is currently approaching capacity.

- Out of all of the Metrorail stations, East Falls Church has the highest number of bicyclists accessing the station in the AM peak. Adding Capital Bikeshare stations to the East Falls Church area and in neighboring areas of the City of Falls Church will enhance already robust bike to Metro patterns currently in existence while augmenting constrained park and ride spaces and reduce kiss and ride vehicular trips.
  - The East Falls Church Station has a regional reach with only 27% of users coming from Arlington County with the remaining users split between Falls Church and Fairfax County. Adding a traffic signal, sidewalk extension, and crosswalk at the park and ride lot entrance on Washington Blvd. improves both vehicular and pedestrian access as well as safety for local users who walk to the station. The addition of a bus only access lane from North Sycamore Street and optimizing signal time will increase reliability of local and regional bus routes while reducing congestion for park/kiss and ride users.
- **Crystal City Streets:** Arlington County is seeking \$11.6 million to provide exclusive transit lanes on 12th Street South while realigning Clark & Bell streets and improving intersections.
    - Crystal City is a major activity center in Arlington County currently holding 73,400 jobs in 2015 and forecasted to reach 112,700 jobs by 2040. The project seeks to reconfigure the network of streets in Crystal City from a poorly functioning grid of one-way streets to a more convenient network that is more conducive to transit.
    - The project will also extend the Crystal City-Potomac Yard Transitway, Virginia's first BRT service from Crystal City to Pentagon City. The transitway connects Crystal City with Potomac Yard and the Braddock Road Metrorail Station in Alexandria reducing already congested Blue and Yellow Line Metrorail service for short trips. The rapid transit feature expires at Crystal City then runs as a normal slow surface bus between Crystal City and Pentagon City. Extending Metroway service will provide new rapid transit access to multiple activity centers, reduce congestion on Route 1, and add additional transit capacity at one of the Metrorail System's most congested points while reducing Metro's burden to carry short distance within the corridor.

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Thank you the opportunity to provide our feedback. While the Arlington Chamber of Commerce supports the Northern Virginia Transportation Authority's analysis and solicitation of regional transportation projects, we strongly encourage a more multi-modal funding balance of highway and transit projects. To the extent we are successful in improving our regional transportation network in ways that support the healthy growth of our regional economy, we will be creating the type of profitable and sustainable business environment sought by the members of our Chamber.

Sincerely,



Kate Bates  
President & CEO

To Whom It May Concern:

I recently learned via the Southeast Fairfax Development Corporation that the NVTa recently issued the FY2017 project list for public comment. Unfortunately, I am not able to attend any of the meetings scheduled for June, but wanted to make sure I passed along my feedback to this mailbox.

Let me be straightforward: I implore you to reconsider the Richmond Highway expansion project for FY2017 funding. I am a long-time citizen of Fairfax County, having grown up in West Springfield and more recently living in the Lincolnia section of the Mason District. I love my county and have seen it develop, thrive and strive to meet the needs of its residents over the last thirty years - a fascinating time period for the DC area given the rapid growth!

I am so committed to this area that my husband and I have decided to permanently put roots down here; we will be closing on a house in the Mount Vernon area summer and are looking forward to the continued development of what I feel is an under-served area of my county.

With the continued population growth, upcoming commercial and residential development, and military assignments at Fort Belvoir, it will be absolutely vital to continue investing in this area in **both the short- and long-term**. One specific need is the road widening of Route 1 to accommodate traffic, as well as implement a rapid bus transit system along this corridor to the terminal yellow line Metro station in Huntington. I have spent much time in this area while looking for homes, and can tell you that the road is a problem as it stands now. We must invest in public transportation in order to better serve low income residents nearby, and also accommodate those who need to transport themselves along this busy road. I saw that the expansion has already begun closer to Fort Belvoir, and strongly desire its continuation north of this area.

I am certain that others share my viewpoint and hope that this email speaks for those who also cannot attend in person or are not even aware that these important changes may not be happening (such as the large Hispanic population and other non-English speaking residents.)

I hope that this message makes its way to the appropriate decision makers and that NVTa prioritizes this important project for a cherished area of Fairfax County that would benefit from transportation enhancements in both 2016-2017 and beyond.

Should you have any questions, or wish to chat with me, please feel free to contact me at (571) 643-1315.

Respectfully,

Teresa Hall



June 2, 2016

Chairman Martin E. Nohe  
Northern Virginia Transportation Authority  
3040 Williams Drive  
Fairfax, VA 22031

Re: Letter of Support for NVTA 70% Funding for Alexandria's Potomac Yard Metrorail Station and West End Transitway

Dear Chairman Nohe:

On behalf of the Alexandria Chamber of Commerce, we write to express support for two projects vying for NVTA 70% funding – the Potomac Yard Metrorail station and West End Transitway – both of which are vital not only to Alexandria's but also the region's future economic viability.

In 2015, the Chamber identified the Potomac Yard Metrorail Station as its top legislative priority and we continue to advocate for its development. The following statement captures the Chamber's official view on the Potomac Yard Metrorail Station:

*Alexandria's primary opportunity to realize economic development necessary to balance and grow our tax base lies within Potomac Yard. Redevelopment of Potomac Yard will create a vibrant mixed use community of residences, hotels and office, retail and open space -- all with significant economic benefit to the City. It will enable the City to compete for existing and future federal and other large commercial users. Their presence in Alexandria will help rebalance our tax base. The Potomac Yard and Potomac Yard North Coordinated Development District plans contemplate and depend upon Metro service. Constructing a new Metro station at Potomac Yard, is critical to successful redevelopment.*

Alexandria has always played a major role in the National Capital Region's commerce, from its early days two centuries ago as a port city to its role today as home to major government agencies, large corporations, international nonprofits, and scores of small businesses that make up the backbone of the country's economy.

Reports indicate that a staggering 86% of new commercial development in the Washington, DC region is occurring within ¼ mile of a Metro station.<sup>1</sup> If Alexandria is to

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<sup>1</sup> <http://planitmetro.com/2015/04/22/vast-majority-of-new-office-in-region-near-metro/>

continue to be a vibrant contributor to the National Capital Region's success and compete for significant future commercial real estate opportunities, building the Potomac Yard Metrorail station is crucial.

On the opposite side of the City is another project of great importance to moving people not only around the City but the region, as well: the West End Transitway.


The Chamber is committed to developing a safe and efficient multi-modal transportation system that moves people throughout Alexandria and the region, makes the City more than just a commuter pass-through, and helps to manage our growth and economic expansion. As noted in the City's application, "The West End Transitway is an important Bus Rapid Transit for the region," which will connect Alexandria to major transportation hubs in Arlington, Washington, DC, and Fairfax County, as well as provide additional multi-modal (pedestrian and bike friendly) options that will help in the mitigation of traffic. Anyone who has spent a day commuting in this region knows that if we are to attract and retain the most qualified workers, we must make it easier for people to travel to and from their places of employment. The West End Transitway will facilitate the type of 21<sup>st</sup> century multimodal transportation needed to foster increased economic development along the Alexandria/Arlington County/Fairfax County borders.

The Chamber wholeheartedly supports NVT A 70% funds for the Potomac Yard Metrorail Station and the West End Transitway. We thank NVT A for recognizing the significance of these two projects and for providing us an opportunity to endorse the positive impact they will have on Alexandria's and the region's economic development.

Sincerely,



Robert Shea  
2016 Chamber Board Chairman  
Alexandria Chamber of Commerce



Joseph Haggerty  
President & CEO  
Alexandria Chamber of Commerce

Dear NVTB Members of the Board,

I am writing as both resident of Falls Church City and Chair of the Falls Church City Economic Development Authority (EDA). I apologize I will not be able to attend tonight's meeting, but I do hope that you will approve funding for the City's Capital Bikeshare request.

Since 2013, the EDA has strongly supported bringing Capital Bikeshare to Falls Church by hosting various forums in the City to educate others on the system, as well as advocating for new developments to provide certain provisions (ie. land, funding, etc.) for potential Bikeshare stations.

There are many reasons for our strong support, below are just a few that I hope you will consider:

- Falls Church is only 2.2 square miles with limited funding capacity. Without a significant source of funding the system will be difficult to start in this jurisdiction.
- Falls Church is a key transportation link between Arlington and Fairfax County, and immediately adjacent to two metro stations. Both adjacent Counties continue to build out their Capital Bikeshare systems, and we do not want Falls Church to be the missing link in the network.
- Over the past decade, Falls Church has experienced a significant amount of higher density development (over \$500M in new development), bringing with it a younger demographic with desire for bicycling as a regular mode of transportation. Recent project approvals and applications for continued new development will continue that trend.
- Capital Bikeshare will provide critical first- and last-mile connections with two nearby Metro stations, that are just outside of comfortable walking distance to our commercial areas.
- The W&OD Trail which runs directly through the City, providing an "in-place" bicycle facility and commuter route for Bikeshare users.
- Falls Church is traversed by two high-volume, Northern Virginia traffic corridors (Lee Highway and Route 7), introducing Capital Bikeshare will relieve some of the vehicle congestion on these main roads.

Bringing Capital Bikeshare to Falls Church will provide a major benefit to both the City and greater region, and I hope you will approve funding for it tonight.

Thank you,  
Mike Novotny  
Chair, Falls Church City Economic Authority

I am very concerned about the traffic congestion on Rt 50 through Falls Church. The traffic on this stretch of Rt 50 is unbearable, not to mention all the roads feeding to it (Graham, Annandale Rd) that are badly clogged, especially in the morning. It has become very difficult to get out of the neighborhood to go to work. Rt 50 is congested through this area 7 days a week. Side streets through neighborhoods are getting busier as drivers attempt to avoid the bottlenecks. The County/VDOT's "solution" is to add speed humps - rather than deal with the real problem of the bottleneck on Rt 50. The area between Graham and 7 Corners is the only stretch of Rt 50 between Prosperity and downtown DC that is only 2 lanes in each direction, and is a major bottleneck. That's even before recent development.

Recently a new shopping center opened at Annandale Road and Route 50, and a new very large project (Hampton Inn, apartments) is being built on the north side of Route 50 close to Seven Corners. In addition, the County is now proposing to allow more development and density along Rt 50 at Graham Rd/Graham Park Plaza. All while not spending money to increase the capacity of Rt 50. This needs to be addressed through the widening of Rt 50 through Falls Church. There appears to be plenty of right-of-way to widen Rt 50 without taking homes. Traffic flow on Rt 50 is far superior through Arlington County. The traffic flow on Rt 50 through Falls Church needs to be improved to reduce this terrible bottleneck. It should be done by adding capacity - not more double turn bays that cars can't get to in the congestion, and that lead to left on arrow only situations that cause excessive wait times due to extremely long signal cycles trying to move traffic through the bottleneck on Rt 50.

The NVTa project selection process seems to give eastern Fairfax County short shrift. We are being taxed to raise money, and it all seems to be going to public transit or projects outside the Beltway, including the western and southern parts of Fairfax County. I request that the NVTa seriously consider improvement of this highly congested and unreliable stretch of Rt 50.

Tracy Scriba  
Falls Church

5181 Brawner Pl  
Alexandria, VA 22304

June 5, 2016

The Honorable Martin E. Nohe  
Chairman, Northern Virginia Transportation Authority  
3040 Williams Drive, Suite 200  
Fairfax, VA 22031

Dear Chairman Nohe –

My name is Derek M. “Dak” Hardwick and I am a resident of the City of Alexandria, Virginia. It is my pleasure to provide comments to you and members of the Northern Virginia Transportation Authority (NVTA) regarding the draft FY2017 program. The work of NVTA is critical to the growth and development of Northern Virginia and I appreciate the effort each of you dedicates to the region. In this letter, I would like to specifically address project 8CC, the West End Transitway for the City of Alexandria.

I have been one of the citizen leaders planning for the West End Transitway for the last five years. In the City of Alexandria, I previously served on both the original High Capacity Transit Corridor Working Group (which examined all three of Alexandria’s high capacity transit corridors) that developed this project, as well as the Policy Advisory Group that advised on the implementation of the West End Transitway. I am the only citizen to have served on both groups and have seen this project move from concept to its current design and engineering status. Having spent a considerable amount of time working on this project, I would like to strongly advocate for the project’s full requested NVTA funding in FY2017.


The West End Transitway is an important bus rapid transit (BRT) system for the entire region. The service will connect to both regional transportation hubs (Van Dorn Metro, Mark Center Transit Center, Shirlington Transit Center, and the Pentagon Transit Center) and regional employment centers (Mark Center and the Pentagon). The West End Transitway will also connect to the VA Route 7 corridor and the Envision 7 project, which connects the Mark Center to the Spring Hill Metro station in Tysons.

The West End Transitway will provide tremendous benefits to City residents, employees, and visitors by providing frequent, reliable, high-quality transit service to the Metrorail system. This sub-regional service is absolutely critical given the lack of north-south Metrorail service along the I-395 corridor, a travel corridor that will become increasingly congested over the next decade. The project also looks to provide enhanced street improvements along the corridor through investment in bicycle and pedestrian infrastructure, improving traffic operations that benefit all users, and supporting planned redevelopment plans along the corridor.

The West End Transitway realizes a vision of the Landmark/Van Dorn and Beauregard areas of Alexandria that was developed by the community and strongly endorsed by the Alexandria City Council. The Transitway will enhance the transit infrastructure for a rapidly growing area of Alexandria and allows us to realize an economic development vision for West Alexandria that is critical to ensuring City-wide, long-term financial growth. There will be dedicated lanes in areas where the highest level of development is needed (or anticipated), thus concentrating the highest level of activity precisely where we want that activity to be. It will also bring enhanced transit service to an area that desperately needs new options given the anticipated rise in population over the next 15-30 years.

I appreciate the opportunity to comment on the NVTA draft FY2017 program and to respectfully ask for your support for 8CC, the West End Transitway for the City of Alexandria. I look forward to the Authority's decision on the draft program and stand ready to answer any questions you may have.

Best regards,

A handwritten signature in black ink, appearing to read "Dak Hardwick". The signature is fluid and cursive, with the first name "Dak" being more prominent than the last name "Hardwick".

Derek M. "Dak" Hardwick

CC:

Hon. Allison Silberberg, Mayor of Alexandria

Mark Jinks, City Manager, City of Alexandria

Yon Lambert, Director of Transportation and Environmental Services, City of Alexandria

Allan Fye, Principal Planner, City of Alexandria

The purpose of this e-mail is to voice support for Northern Virginia Transportation Authority (NVTa) Project 8S; Project Number 059-80551; the Fairfax Route 1 Widening as discussed in the NVTa 2015-2016 Two Year Program that was adopted on April 23, 2015. I am sending this e-mail now as I will not be able to attend the June 14, 2016 Town Hall Meeting at the South County Government Center. My perspectives on this project are as a long time area resident; a former Chief Operating Officer for a private corporation; and as a former traffic engineer.

The Route 1 Corridor infrastructure has suffered from decades of neglect. That neglect was apparent when I moved here in 1987 and remains to some degree today. One of the reasons for not adequately funding the needs of this part of Fairfax County is that the current business base is not robust enough to warrant the assignment of limited available funding to attract new business. Conversely, new and large businesses have made it clear that they prefer not to risk investing in areas where the infrastructure does not support their investment. It is a classic "chicken or the egg" dilemma.

In my view this dilemma can only be corrected by government improving the infrastructure that supports investment and that improvement includes completing the widening of Route 1. The Route 1 Widening effort will support increased traffic flow between the two areas that are already being widened; improve user interface, safety, and convenience; and improve the overall appearance of the area that will attract private industry to invest in new or expanded facilities. Private industry investment will then generate new jobs and improve the tax base.

In conclusion, in the 1989 film "Field of Dreams" the quote was "Build it, and they will come". For Route 1 I submit that the quote should be "Fix it, and they will come". The NVTa needs to assign the proper priority to this effort to make it happen. Thank you for your time.

John M. Tromba



# CITY OF FALLS CHURCH

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Northern Virginia Transportation Authority (NVTa)  
3040 Williams Dr, Suite 200  
Fairfax, VA 22031

Sirs:

The Environmental Sustainability Council (ESC) of Falls Church would welcome your support in providing \$2 million for the capital cost of installation of 16 bike-share stations in the City. Northern Virginia Transportation Commission has already committed to funding the operating costs of the stations for three years.

The ESC has consistently supported greater use of bicycles in Falls Church to provide connections to and from Metrorail Stations and the City of Falls Church, which is a Council of Governments (COG)-designated regional activity center. The City is also a part of the expanding regional bike-share network that already covers Washington, D.C., Arlington County, the City of Alexandria, Montgomery County, and soon, Fairfax County. As you know, greater use of bikes can relieve congestion on area highways by increasing travel options: the COG's Region Forward Plan explicitly calls for increasing travel options as a way to relieve congestion.

More and more people are choosing bicycles as an alternative or supplemental form of transportation, and your support of bike-share stations along the bike corridors will greater encourage more bike use in our City. The ESC has consistently urged our citizens to get out of their cars and on to their bikes. Bicycling promotes good health, is has little environmental impact, it is economical, and it provides travel options for those unable or unwilling to drive.

The establishment of bike stations is fully in accordance with the City's Comprehensive Plan, which states that the City should, "Provide a network of bicycle routes that connects the City's commercial areas and neighborhoods, transit facilities, schools, regional bicycle facilities, and designated bicycle routes in neighboring jurisdictions."

We urge you to support the installation of bike-share stations along the bike corridors of our city.

Sincerely,

p.p. Raymond V. Arnaudo  
Chairman

Environmental Sustainability Council  
City of Falls Church  
Falls Church, Virginia 22046

**Kevin J. East**

808 Elden Street • Herndon, VA 20170  
Phone: 703.201.3120 • E-Mail: KJEast@cox.net

June 6, 2016

Honorable Martin Nohe, Chairman  
Northern Virginia Transportation Authority  
3040 Williams Drive, Suite 200,  
Fairfax, VA 22031

Dear Chairman Nohe,

Re: Town of Herndon  
East Elden Street Widening & Improvements

This is to endorse and strongly encourage the necessary funding to effect 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 planned increases in 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.

Sincerely,



Kevin J. East  
Retired Chair, Herndon Planning Commission

1156 Lisa Court  
Herndon, Virginia 20170  
June 6, 2016

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

To whom it may concern:

I am writing to the Authority as a member of the Town of Herndon Pedestrian and Bicycle Advisory Committee (PBAC) in support of the East Elden Street widening project. The PBAC is responsible for advising the Town concerning matters of multi-modal transportation issues in the Town. The group is comprised of Town residents who advise the Town Council on matters related to bicycle and pedestrian safety, quality of service, facilities and infrastructure, advocacy, and policy. The PBAC evaluates transportation improvement projects in the Town and assists staff with the development of bicycle and pedestrian plans, policies, and standards.

The East Elden Street project is a continuation of other Elden Street projects that have since been completed, in particular the similar South Elden Street project. The current effort has been part of the Town's Capital Improvement Program for many years. The total project cost is beyond the ability of the Town to complete it on its own. The Herndon budget is about \$55 million total. The East Elden Street project must have funding from outside of the Town to be constructed.

The project itself meets many PBAC objectives. These include:

- Implementing the Herndon portion of the Fairfax County Bicycle Master Plan.
- Connecting bicycle paths to provide safe routes to the Herndon Metro Station from most of the existing trail portions in the Town, including the W&OD Regional Park Trail.
- The widened roadway will provide ADA compliant ramps and audio signals for those pedestrians and others whose sight is limited.
- The improvements will ameliorate problems with pedestrian crossings of Elden Street outside of crosswalks by providing crosswalks reasonably close to pedestrian pathways. This is a major current safety issue partially caused by the location of bus stops which will be improved as part of the project.
- The streetscape will be improved to match other portions of Elden Street.

Looking at the scoring for the Candidate Projects as posted on the NVTa web site, the top priority project exceeds the entire amount of funding (\$278M) that may be available. Certainly that is not reasonable. Other funding must be found for that project regardless. Eliminating or greatly reducing funding for that project allows a large number of the other projects to be funded this year. Adding that the East Elden Street project is in the Right of Way, Construction phase of the project means that funding it will provide more visible progress to the public at an earlier date than other projects that are in the design phase. This also protects prior investments made by NVTa for earlier phases of this project.

For these reasons I urge you to fund the East Elden Street project this year. I can be reached at the address above, but return email, or by telephone at 703-471-1153.

Sincerely,

Jeffrey L. Davidson

To: Members of the Northern Virginia Transportation Authority

Our region ranks #1 nationally in congestion. Transportation dollars need to be focused on solutions that most reduce congestion.

The HB 599 criteria provide important insight into which investments are likely to be more effective in that regard. Using the pure measure of providing congestion relief, only five projects scored at over 40. Using the newly created formula, nineteen qualified, two of which scored a "2" based on congestion relief. We have more suggested projects that we have dollars to support them; therefore, we urge you to choose wisely.

Of the projects considered for the 2017 Program, the Dulles Regional Chamber recommends the following:

- I-66/Route 28 Interchange Improvements
- Route 28 Improvements (PWC line to Route 29 )
- Route 7 Widening -- (Colvin Mill Run to Jarret Drive/Dulles Toll Road)
- Metro Blue Line Power Upgrade
- Fairfax County Parkway Widening (Route 123 to Route 29)

The Authority is under no obligation to spend every available dollar and the Dulles Regional Chamber encourages it to set aside some 2017 funds for later years when a wider range of projects will be evaluated under the TransAction 2040 process. Investing wisely is also important to the region's ability to secure additional future funding. Nothing will be more helpful to legislative opponents spending regional funds on regionally insignificant projects.

Thank you for your consideration of these recommendations.

**Eileen Curtis** | President

**Dulles Regional Chamber of Commerce**

3901 Centerview Drive, Suite S | Chantilly, VA 20151

Tel: 571.323.5301 | Fax: 703.787.8859

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Dear Sir or Madam,

I am writing to you to oppose providing \$2M of our regional funding for the Falls Church Bike Share Program. The intent of the HB 599 Congestion Reduction measures is to fund projects that will have the most effect in eliminating congestion. While programs like Bike Share are important, they do not rise to the level of greatly reducing congestion for the region. We urge the Authority to fund more critical, regional projects. Localities may always use their 30% of the funds for these local type projects.

The private sector has worked long and hard to secure the funding which the Authority is now allocating. Many have observed this funding would not have been passed without business community leadership and support. Raising taxes is never popular, but the business community considered it a necessary action and investment in the region's future economy, competitiveness and quality of life. Now, having secured these funds, it is incumbent upon the Authority to invest them wisely.

Our region ranks #1 nationally in congestion. Transportation dollars need to be focused on solutions that most reduce congestion. The HB 599 criteria provide important insight into which investments are likely to be more effective in that regard. The Authority's Quantitative Scores seem focused less on congestion reduction and more on boosting to overall scores of projects that due little to reduce congestion. Of the projects considered for the 2017 Program, the (organization name) recommends the following:

- I-66/Route 28 Interchange Improvements
- Route 28 Improvements (PWC line to Route 29 )
- Route 7 Widening -- (Colvin Mill Run to Jarret Drive/Dulles Toll Road)
- Metro Blue Line Power Upgrade
- Fairfax County Parkway Widening (Route 123 to Route 29)
- (Might also include Potomac Yard Metrorail Station, and certainly any other projects of regional significance your organization deems important).

The Authority is under no obligation to spend every available dollar and (organization name) encourages it to set aside some 2017 funds for later years when a wider range of projects will be evaluated under the TransAction 2040 process.

Investing wisely is also important to the region's ability to secure additional future funding. Nothing will be more helpful to legislative opponents spending regional funds on regionally insignificant projects

Thank you for your consideration of these recommendations.

**Ann Yanagihara, JD**

**Principal Broker**

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

June 8, 2016

The Honorable Martin Nohe  
3040 Williams Drive  
Fairfax, Virginia 22031

Dear Chairman Nohe:

On behalf of the Northern Virginia Association of Realtors® (NVAR) and its 12,000 members, I am writing to ask you and members of the Authority to carefully consider only projects for 2017 regional funding which would reduce congestion and would have a dramatic impact on travel.

Our members, and thousands of others, travel daily on congested roads such as Route 7, Fairfax County Parkway, and Route 28. Improving these and other key projects, such as the Metro Blue Line Power Upgrade, would have a significant and positive impact on people's lives.

In reviewing the various proposals, we see items such as the Falls Church Bike Share program and respectfully suggest that this is not the sort of project we would have expected to be funded with regional dollars when we agreed to be part of the solution in the legislature's funding bill.

Our organization worked with others for twenty years in order to obtain General Assembly funding for transportation projects. The criteria agreed to in HB 599 should seriously be considered when Authority members make decisions. More projects are being evaluated for the future and we suggest that some funds should be set aside for these to come online and that regional funds not be used for items that could be funded by a locality's local share of the funds or that don't reach the bar as far as congestion relief and safety.

We urge you and your colleagues to carefully weigh these projects and how our investments are spent.

Thank you for your continued service and for considering our recommendations.

Sincerely,

Virgil Frizzell  
Chairman of the Board



Affiliated with the  
National Association  
of REALTORS®

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Membership 703.207.3256  
Education 703.207.3244  
Realtor® Shop 703.207.3215

Thomas C. Finkenbinder

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716 Randi Drive, SE Leesburg, VA 20175 | 703.819.2500

**June 7, 2016**

Supervisor Kristen Umstattd  
Loudoun County Government  
1 Harrison Street, SE  
Leesburg, VA 20175

**Dear Supervisor Umstattd:**

I sit on the public policy committee with the Loudoun Chamber and attended our monthly meeting this morning. The issues currently pending with the Northern Virginia Transportation Authority (NVTA) were discussed, particularly the funding situation for the intersection at VA Route 7 and Battlefield Parkway that is situated in both Loudoun County and within the boundary of the Town of Leesburg. Brian Fauls with the Chamber gave an update and facilitated the discussion. I thought to send you a note about it ahead of the meeting at NVTA on Thursday evening in Fairfax.

Brian has attended some of the meetings and reiterated that the priority scoring associated with transportation funding requests for this particular intersection remains below the threshold of approval needed to go forward with plans (anticipating funding) for a limited access upgrade proposed to replace the four-way intersection and traffic lights at this site. It was discussed that the Kincaid Forest Homeowners Association, and other local stakeholders, have interest in approval for upgrade funding at this intersection given the traffic congestion there. More importantly from my standpoint, and I believe representing the position of the KFHOA, is the lack of safety at this intersection used by many of our residents for commuting to work, traveling to shopping areas, family activities and after-school functions, public transportation and bus routes for LCPS, particularly affecting Cool Spring Elementary, Tolbert Elementary and Harper Park Middle School.

The public policy committee I believe accepted a concern that statistically, the intersection of VA Route 7 and Battlefield Parkway may be one of the most dangerous in Loudoun County according to several different measurements including growth in the number of automobile accidents and pedestrian use. It was also noted by some of our committee members that your office has been requesting statistics from several sources including county traffic studies and hospital statistics (INOVA Loudoun Hospital). Thank you for these efforts. I believe this information very much could help influence a decision to further consider this intersection for approval according to NVTA priorities.

It was also brought to attention, and I believe this to be very important, that the NVTA model for evaluating and scoring funding requests lends minimal weight to traffic safety issues. From this end, it may be difficult to sway a decision where safety is not a consideration. I thought you might have some ideas about how to address this, from your office directly, or in association with county and state resources that might be able to influence the decision-making by NVTA to, at a minimum, consider and lend significant weight to the safety of this intersection, and to establish these concerns for public record.

However, and equally noteworthy, it was brought into discussion that VDOT does in fact accommodate safety concerns and statistics when evaluating requests for transportation project funding. It would be my wish that some linkage, between VDOT considerations and the NVTA scoring model, be considered, and at a minimum be included with the evaluation process for this site.

Thank you again for your work on this issue and I also would like to make a shout-out for Brian Fauls and Tony Howard at the Chamber who have put a substantial effort into this particular project, core to the Chamber's work in public policy. This effort is supported by the Chamber's budget for both staffing and attached resources.

Sincerely,

Thomas C. Finkenbinder

cc. Kaj H. Dentler, Town Manager Town of Leesburg  
Karl Eager, Kincaid Forest Homeowners Association  
Brian Fauls, Loudoun County Chamber of Commerce  
Tony Howard, Loudoun County Chamber of Commerce

June 9, 2016

Good evening Chairman Nohe and Members of the Authority. I am Edythe Kelleher, Executive Director of the Southeast Fairfax Development Corporation, or SFDC. We are a non-profit economic development organization that has taken the lead on revitalization in the Richmond Highway Corridor since 1981.

Thank you for the opportunity to address you regarding the critical importance of Fairfax County's request for \$5 million for Project 8AA, the widening of Richmond Highway – Route 1 – from Napper Road to the Mount Vernon Memorial Highway. Last year, preliminary engineering and environmental assessment received start-up funding. However, continuation of funding is necessary to meet critical milestones for other parts of project preparation, such as completion of the engineering phase, utility relocation, site plan, and right-of-way acquisition. These elements must be in place for the project to be eligible for construction funding next year.

Once the ongoing Federal Fort Belvoir widening project is completed, this approximately 2.5-mile segment will be the only remaining bottleneck along the Highway. Currently, this is a four-lane segment separated by only a double yellow line in many places, without benefit of curbs or sidewalks. The speed limit is 45 mph, as it is on the rest of Route 1. Problems in this segment include flooding, erosion, and increased pedestrian accidents, including pedestrian deaths.

Working along this corridor, I am puzzled by the low scores this project received in certain categories. For example, this segment is a bottleneck for drivers originating in Alexandria City, Prince William County and beyond, therefore the project should have scored higher on connecting jurisdictions. The potential to reduce vehicle miles would be greatly enhanced with the provision of space for the median Bus Rapid Transit (BRT) recommended in the 2014 VDRPT Multimodal Study. BRT will also dramatically improve "operation of existing facilities through technology applications," another measure that appears mistakenly calculated.

"Supports multiple-use development patterns in walkable and bikeable environments" was given only medium rank, although the Community Business Centers along Richmond Highway are largely planned for mixed-use, pedestrian and bicycle-friendly development, and this transformation is already underway in other portions of the Highway.

In summary, supporting Project 8AA will leverage Federal funds already being spent in the Corridor, improve safety, connect multiple jurisdictions, enhance walkability and bikeability, assist in planning for transit, and expand the economic development potential of the Corridor. With increased population of persons needing transit, the growth of through traffic, and more than 77,000 vehicles entering Fort Belvoir's main post daily, Richmond Highway needs the improvements that have been pending for decades.

I appreciate your taking the time to listen to our testimony, and hope that you will consider these comments favorably as you make your final funding decisions.



June 9, 2016

The Honorable Martin Nohe  
Chairman  
Northern Virginia Transportation Authority  
3040 Williams Drive,  
Suite 200  
Fairfax, Virginia 22031

Dear Chairman Nohe:

On behalf of the Loudoun County Chamber of Commerce's Board of Directors and our more than 1,250 members, I thank you for the opportunity to offer comments on the Northern Virginia Transportation Authority's (NVTA) Fiscal Year (FY) 2017 funding program.

As you know, addressing northern Virginia's congestion crisis is vital to our region's long-term economic prosperity and quality of life. Many of our northern Virginia neighbors and employers agree. In fact, in a recent survey conducted by the Northern Virginia Transportation Alliance, when asked *'which of the following is the number one transportation priority our region needs to address,'* twice as many people (47%) said 'reduce congestion and delay' than any other answer (maintenance 24%), more travel options (17%) or safety (8%).

It was predominantly because of the public's frustration with traffic congestion that the General Assembly passed HB 599 to specifically direct the Northern Virginia Transportation Authority to "give priority to projects that most effectively reduce congestion in the most congested corridors and intersections." The Loudoun Chamber strongly supported this legislation as well as HB 2 which extends congestion prioritization to state-funded projects in our region.

To this end, of the projects up for consideration for the FY 2017 Program, the Loudoun County Chamber supports the following as important regional significant projects:

- I-66/Route 28 Interchange Improvements;
- Route 28 Improvements (PWC line to Route 29);
- Route 7 Widening -- (Colvin Mill Run to Jarret Drive/Dulles Toll Road);
- Metro Blue Line Power Upgrade; and
- Fairfax County Parkway Widening (Route 123 to Route 29)

We also respectfully urge the NVTA to use its discretion to ensure that the Route 7/Battlefield Parkway Interchange moves forward.

While we appreciate that NVTA increased congestion reduction from 35 points to 45 points (out of 100) in the weighted score, we remain concerned that the combined score of other criteria – accessibility, connectivity, environment, land use, bike/pedestrian access, etc. – total more than congestion reduction, and consequently potentially undermine the legislative intent of HB 599 to fund projects that move more vehicles, people and goods.

For example, based on the weighted scores, it appears that a Bikeshare project, that scores only 2.2 in congestion reduction, is regionally more significant than a highway interchange project that scores a 14.2 in congestion reduction. While the Chamber strongly supports multimodal and pedestrian access projects, the legislative intent of HB 599 should be paramount in the decision-making process.

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19301 Winmeade Drive, Suite 210  
Lansdowne, VA 20176

*Mailing Address:*  
P.O. Box 1298  
Leesburg, VA 20177-1298

703 777 2176  
703 777 1392 fax  
[www.loudounchamber.org](http://www.loudounchamber.org)



We believe the Route 7/Battlefield Parkway project is consistent with the legislative intent of HB 599 for the following reasons:

First, Loudoun County is the fastest growing county in our region. In addition, our region's labor shed currently, and for the foreseeable future, extends deep into West Virginia, western Maryland and even Central Pennsylvania. Both of those factors make the Route 7 corridor a major regional commuter route. Currently, the Route 7/Battlefield Parkway Intersection is travelled by approximately 80,000 vehicles per day, which is well over capacity, and already offers travelers an extremely poor Level of Service (F). Congestion is only projected to get worse.

Second, the Route 7 Corridor Plan envisions Route 7 between Algonkian Parkway and East Market Street in Leesburg as a limited access, interchange-serviced highway. All other at-grade access points along the Corridor have either transitioned to, or are currently under construction as, grade-separated interchanges. The Route 7/Battlefield Parkway intersection will soon to be the ONLY intersection with a traffic signal from Berryville to Route 28. Which means this intersection is the single remaining chokepoint in the entire Corridor.

Third, the funds requested for the Route 7/Battlefield Parkway project are for construction purposes only. In fact, it is one of only three projects on the Draft FY 2017 Program list where funds are solely dedicated to construction. Many of the other projects on the Candidate Projects list, including four of the eight projects staff recommends be funded, are seeking funds for design, engineering, environmental assessments and Right of Way acquisition. Design, engineering and environmental assessment are necessary for any infrastructure project but they are preliminaries; it will be years before the public will see a congestion reduction impact from those projects.

The Route 7/Battlefield Parkway project will be providing a congestion reduction return on investment within two to three years at most. A funding delay at this juncture will certainly increase traffic congestion within the Corridor, and potentially the ultimate cost of the project to taxpayers.

Finally, the Route 7/Battlefield Parkway intersection has consistently been reported by the police as the highest accident intersection in the Town of Leesburg. Since 2009, there have been 472 serious accidents in that intersection which resulted in either significant property damage, or significant personal injury – including 2 fatalities. Improving mobility through the Route 7/Battlefield Parkway intersection by converting it to a grade-separated interchange will drastically improve the safety of that intersection and the entire Route 7 Corridor.

For all these reasons, we believe that the Route 7/Battlefield Parkway Interchange project is consistent with the legislative intent of HB 599, and is a vital strategic investment in our future that needs to move forward now. We respectfully urge NVTa to give all due consideration to funding the project for FY 2017.

Thank you for again for the opportunity to offer these comments and for considering the Loudoun County Chamber's position on this important topic.

Sincerely,



Anthony Howard  
President & CEO

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19301 Winmeade Drive, Suite 210  
Lansdowne, VA 20176

*Mailing Address:*  
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## **Northern Virginia Transportation Alliance Statement On Northern Virginia Transportation Authority's FY 2017 Investment Program**

**June 9, 2016**

With regional transportation needs far outstripping available regional transportation dollars, the Authority has a difficult job. That job is made more difficult by provisions inserted at the behest of area localities that distribute nearly one third of all regional dollars to local governments and require benefits be proportional by localities over time.

Of the 24 project applications for FY 2017 regional funding only two score higher than 50% for HB 599 congestion reduction; only 5 score higher than 40% in 2040.

Of those 24 projects the Alliance recommends:

- I-66/Route 28 Interchange Improvements
- Route 28 PWC line to Route 29
- Route 7 widening -- (Colvin Mill Road to Jarrett Drive/Dulles Toll Road)
- Metro Blue Line Power Upgrade
- Fairfax County Parkway Widening (Route 123 to Route 29)
- Potomac Yard Metrorail Station

Projects that most definitely should *not* receive regional dollars include the Falls Church bike share and East Falls Church Metro station, which rank dead last in congestion reduction. These projects also reflect the Alliance's concern that the Authority's quantitative scoring process exaggerates the value of projects that benefit relatively few people. Under HB 599 each scores 2.2 but when combined with the quantitative measures their scores approach 50.

There's no requirement to spend every available dollar every year. Prudence dictates investing now in several high ranking projects and holding funds in reserve until TransAction 2040 can rate more projects.

Bottom line: There's a lot of talk these days about Metro's stewardship. When completed in 2001, the original 103-mile Metrorail system was considered world class. Repeated warning of maintenance backlogs were ignored. Fifteen years later Metro is a mess.

During the next 15 years the Authority will have stewardship over 3-4 billion regional dollars. Its stewardship over this period will determine whether congestion on our regional network will be less or continue to lead the nation.

Previous Transaction plans have been largely collections of locally-nominated projects. For our region to be globally competitive, TransAction 2040 must be strategically-focused on solutions that best meet the most significant projected regional demands. All projects of great regional significance including the Bi-County and Tri-County Parkways, American Legion Bridge, new Potomac River crossing, regional express bus network must be evaluated.

Spreading around lots of money on lots of regionally insignificant projects is easy. Exercising the discipline to choose wisely and focus on projects of greatest regional significance is hard, but necessary. To paraphrase the recently departed Dos Equis Man, "Choose wisely, my friends."

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Written Comments for NVTa FY2017 Program - James Davenport  
Prince William County

Cost for the improvements to Route 1 that extend from Featherstone Road to Marys Way have increased from the previous estimate of \$86 million to 96.4 million. Cost increases are due mostly to Right-of-Way and necessary changes in design, which is about 35% complete. Prince William County is requesting the \$10.665 million, as part of the NVTa 2017 program, to close that gap. Once this happens the county will have 100% funding for the project and can proceed with completing project design and can soon begin the construction phase.

Dear Members of the Commission:

As a resident of Falls Church who relies heavily on non-automobile transportation options, I am writing to express my strong support for the City of Falls Church's application for funding to support a bike share program as a part of NVTA's FY17 program.

Falls Church is lucky to benefit from several regional transportation options, including the proximity of two Metrorail stations and the Washington & Old Dominion bike trail, which cuts through Falls Church. These facilities not only enable short trips within Falls Church, but also connect the city with rest of our region. When I cross the bridge over I-66 to the West Falls Church Metro each morning and see the gridlocked highway, I'm reminded of how important non-automobile transit projects are to relieving vehicle congestion on our region's roadways.

For me personally, one of the biggest gaps that has prevented me from relying on bike transportation as heavily as I would like is a lack of facilities for managing unscheduled or short trips, and for storing bicycles at destinations. The City has recently taken steps to address these challenges through long-awaited investments in attractive and functional bike racks throughout Falls Church's core, raising awareness of bicycle transportation and making it possible for people to store their bikes while at destinations in the City.

Bringing bike sharing facilities to Falls Church would further address these challenges and would help make bicycle transportation – including, importantly, transportation throughout the region – more practical. With bike share, I will be able to more easily get between my home, Metro, and other transit destinations. I also will have predictable access to (and storage of) bikes for short and unexpected trips. Both of these are challenges that have historically made a car a better choice for many trips.

Bike infrastructure investments like those proposed by Falls Church are cost-effective ways to dramatically improve transportation connections within Northern Virginia, while also alleviating the pressure on our region's congested highways. As you are considering FY17 investments in our region's transit infrastructure, I hope you will fully fund the City of Falls Church's bike share proposal.

Yours sincerely,

Rob Sherman



COMMONWEALTH OF VIRGINIA

**HOUSE OF DELEGATES**  
RICHMOND

**ROBERT G. MARSHALL**  
POST OFFICE BOX 421  
MANASSAS, VIRGINIA 20108-0421

THIRTEENTH DISTRICT

COMMITTEE ASSIGNMENTS:  
FINANCE  
COUNTIES, CITIES AND TOWNS  
SCIENCE AND TECHNOLOGY

June 13, 2016

The Honorable Martry Nohe  
Chairman, Northern Virginia Transportation Alliance  
3040 Williams Dr., Ste. 200  
Fairfax, VA 22031

Dear Chairman Nohe:

I would like to request your support for funding the Manassas Park VRE Parking expansion project (garage) on the FY 2017 NVTA Program List.

This project has already had preliminary engineering done and was 6<sup>th</sup> on the evaluation list for congestion reduction.

The majority of the commuters using this lot are from Prince William, Manassas and Fairfax, not just Manassas Park. As such, this project will benefit all of these communities.

The safety of commuters at the Manassas Park VRE is a serious situation. The lot is over capacity virtually every work day and as a result VRE users park in the Manassas Park Government lot and illegally in other places and walk across the tracks to get to the VRE stop.

I urge you to seriously consider funding the Manassas Park VRE parking expansion project on the FY 2017 NVTA Program List.

Thank you for your time and consideration. If you have any questions please contact me on my cell phone at 703-853-4213.

Sincerely,

A handwritten signature in blue ink that reads "Bob Marshall".

Delegate Bob Marshall

RGM/ccg

Cc: All NVTA Members

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June 14, 2016

VIA ELECTRONIC MAIL

Honorable Martin Nohe, Chairman  
Northern Virginia Transportation Authority  
[mnohe@pwcgov.org](mailto:mnohe@pwcgov.org)

Re: NVTa's FY 17 One-Year Program  
East Elden Street Widening and Improvements Project  
UPC 50100

Dear Chairman Nohe:

As a businessman who managed a large Tyson's Corner law firm, as a small business owner, as a former elected official and as a former member of the MWAA Board of Directors, I am keenly aware of the importance of the planning our transportation network requires. Since 2000, the East Elden Street project has been listed in VDOT's Six-Year Improvement Plan. Of course, much work was done prior to 2000 and much has been done since. Significant sections of right of way have been acquired. Environmental review has been completed and engineering is underway. VDOT has scheduled a public hearing for later this year. With the funding requested, this project is ready to go!

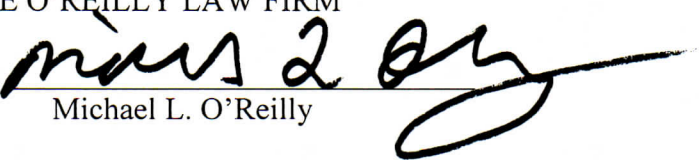
This project has been designed to relieve current and future congestion. It balances auto congestion relief along with improved pedestrian, bicycle, transit circulation and connectivity to the regional roadway and trail network as well as the future Herndon and Reston Metrorail Stations. In short, this is exactly the kind of project that the NVTa should enthusiastically endorse!

I strongly urge the NVTa to act favorably on the request for funding of the East Elden Street Widening and Improvements Project (UPC 50100). Please contact me if you have any questions.

Sincerely,

THE O'REILLY LAW FIRM

By:

  
Michael L. O'Reilly

Cc: Town of Herndon

Hello,

I live in Manassas Park, Virginia on the 'other side of the tracks' in the original part of Manassas Park (the area near Manassas Park Post Office and Manassas Park Community Center) and work in College Park, Maryland, a commute of about 45 miles. I arrive there by taking the VRE to Union Station, then either Metro or MARC commuter rail to College Park Station. On the rare occasion that VRE isn't running, I drive to work and have no possibility of telework.

I try as often as possible to take the Omnilink bus to and from the VRE, but the service is unreliable - perpetually late or early, often causing me to not arrive in time to take my connecting transportation (the VRE) without sitting around for half an hour waiting for the next train because I missed my train waiting for the Omnilink to arrive too late to get me to the VRE at the designated time their schedule says. Now starting in July, the counter-clockwise Omnilink bus that serves the VRE station will no longer be in service, leaving me stranded at the VRE station or having to take a one hour bus ride in the opposite direction from the station to my home a mile and a half away via Manassas Mall (I can walk home in 50 minutes, but during bad weather or in the dark in the winter, I can't see myself doing this safely). Mapquest says it is a 35 minute walk, but Mapquest doesn't have to deal with the lack of crosswalks on Euclid Avenue or the uphill walk from the train station to Euclid, either. Not that Omnilink was a good deal, anyway - their last bus leaves minutes after the second to last VRE arrives at the station, often leaves early, and I miss the bus at least 50% of the time. If you take the last VRE train, there is no bus available since service stops after 7 pm, and the last VRE train arrives at Manassas Park Station at 7:52 pm.

Now that Omnilink has cut service, I will be having my husband drive me to the station because the parking lot is so crowded with people like me who take twenty minutes to drive the 1 1/2 miles across congested Route 28 (sitting through two or three changes of the light at Manassas Drive and Route 28 because of the people blocking the intersection) and have to try to find a parking space in the parking lot that is already full by the time the third to last train is scheduled to arrive.

The overflow into the area in front of City Center is discouraging businesses from locating there - I had discussed putting in a sandwich shop there a few years ago, but know that if all the spaces are taken by commuters who are parked there all day, a sandwich shop would fail because no one could park in front of it to eat there (City Center management told me they would designate a single spot for the sandwich shop and I could have commuters towed - but a single spot won't do much to encourage lunchtime visitors to a restaurant, and waiting for a tow truck won't give the shoppers immediate parking availability). Every day the parking spaces in front of City Center are full all day - I can't imagine many businesses willing to open a store where there is no available parking. City Hall is also crowded with commuters; not all of them from the VRE, since I see many people being picked up at City Hall by their carpools.

This all leads back to the need for a parking garage in Manassas Park. The city is already busting at the seams with people - many who live here commuting to their government jobs in DC and Maryland - but still more who are using Manassas Park as a cut-through to get to the major highways to head to their government jobs in DC and Maryland. If I drive to College Park, it takes me anywhere from three to four hours (just getting from my house to Braddock

Road, a four mile drive, usually takes me over an hour in bumper to bumper traffic). If even a small portion of these commuters could be encouraged to park at an expanded VRE parking lot and hop on the train, using their federal travel stipends, the headache of living in Manassas Park would be alleviated somewhat.

The Burke station has a very nice parking garage and people meet up with their carpools there everyday (I know because I was one of them before I took the job in College Park) and ridership on the VRE from the Burke Station has grown steadily as commuters realize what a great deal it is to comfortably park and take the train rather than endure the stress of a commute by car. GMU has even added a shuttle to the VRE and I see employees and off-campus students getting off the shuttle to take the VRE.

Now the VRE is discussing expanding its services to Gainesville and adding more frequent service (instead of trains every forty minutes, they are talking about more trains and having them as frequent as every twenty minutes). This will further expand the ridership in Manassas Park. I am already hearing people on the train saying it would be worth driving to Broad Run Station to get onto the train to guarantee they will find parking instead of driving around the Manassas Park parking lot in vain, only to end up driving back to City Hall to park and missing their train.

The VRE parking lot and City Center spaces, as well as the City Hall parking lot, are already full of cars by the time the second to last train arrives. Since there is only one way to get in and out of the parking lot, the line in the evening is very long and people rush to their cars to get in line. Recent Metro Safe Track repairs have brought new riders to the Manassas Park Station and the train I ride is now 'standing room only' by the time it arrives at Burke when before it would have available seating until we reached Springfield. Because of the influx of Metro riders, many of whom are praising VRE and saying they are planning to permanently change their commutes to include the VRE, the parking lot is even more crowded, with more to come as Metro steps up their repairs over the next year or more.

Perhaps some forward-thinking transportation planners can see the crowded conditions and expand parking to well beyond what is presently needed to prepare for the onslaught of vehicular traffic that we all know is coming. Perhaps it is time to expand the parking at Manassas Park Station to include spaces for commuters who will surely be catching carpools to avoid the upcoming tolls on Route 66 that will become a painful reality in the summer of 2017, the additional riders who are becoming disenchanted by the lack of Metro parking, the additional vehicles parking in Manassas Park as people catch carpools and create slug lines to get onto Route 66, and the VRE expansion to Haymarket that will offer more trains on a more frequent schedule that will increase train ridership from the Manassas Park Station.

And perhaps there is a better way to design the egress of this parking area to allow for faster, more efficient entrance and exit to the Manassas Park Station without all the running and going the wrong way up one way streets that we see as people scramble to get out of the station. People who live close by the station at the apartments at Manassas Park Station/Haverhill often drive to the train and when one of them has to turn left into their apartment complex, the traffic gets gnarled and backed up, as well, making a wider road or a left turn lane necessary on Railroad Avenue. Perhaps an additional entrance connecting to West

Carondelet, Holmes Place, or Henderson Place is in order to allow traffic heading Blooms Crossing easier access to their neighborhoods from the train.

Since there is already a great deal of construction in the area of Railroad Drive and Manassas Drive, perhaps Dahgren Ridge Road could be expanded to connect to Liberia Avenue or QUarry Road so all those Manassas residents who take the VRE from Manassas Park Station can go straight across to Liberia Avenue, alleviating some of the Manassas Drive congestion.

Now seems to be the time to add parking to the Manassas Park Station before all of the available piece of land in that area are developed and the opportunity to expand parking is gone - once the entire area is developed into town homes and apartment buildings, it will be too late to discuss the expansion of parking, as there will be no place to build a parking garage for all these additional commuters we are encouraging to move to our area by building new dwellings for them to inhabit.

Thank you,  
Lori Petterson

**Arlington Town Hall for the Northern Virginia Transportation Authority FY 2017 Program  
June 2, 2016**

Chair Nohe provided a presentation on the Northern Virginia Transportation Authority (NVTA) FY 2017 Program. The Arlington Transportation Commission (host of the session) had several questions on items in the presentation:

- A commissioner asked Chair Nohe or Ms. Backmon to speak about the rating system NVTA uses and how it incorporates HB 599.
- A commissioner noted that two of the projects submitted by Arlington County were not included on the NVTA Staff recommended list of project. He asked NVTA to expand on why the projects were not included in the staff recommendation.

The Transportation Commission invited public comment; there was one speaker:

- Stu Whitaker said that the transportation sector is the second largest source of greenhouse gas emissions. He said that reducing congestion and getting people home quickly is a great goal, but it should not be at the expense of the environment. He said that NVTA should select projects that adhere to the goals and objectives of the Transportation Planning Board. He listed several goals related to transportation access and choice, including an integrated, multimodal system with multiple ways of getting around the region. He said it is an error to think that adding highway capacity can reduce congestion.

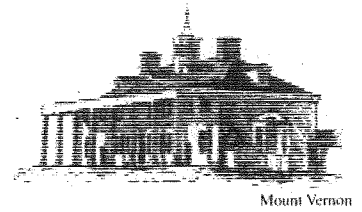
The Transportation Commission closed the session by making the following comments:

- Commissioner Perkins spoke in favor of all three projects, saying that the projects offer a reasonable balance between automobiles, bicycle, pedestrian, and transit. Lee Highway is congested and the Lee Highway ITS project should help traffic flow of all modes. The Crystal City Streets project improves pedestrian accessibility, adds protected bike lanes, and creates safer places for pedestrians to walk and cross streets. The East Falls Church Transit Access project includes a crosswalk as part of the project will accommodate safely those accessing the station on foot.
- Commissioner Price said he submitted his comments via e-mail and said he endorses funding all three Arlington projects.
- Chair Slatt expressed concern that in focusing on congestion relief, the region is doing itself a disservice by inducing demand. The goal of easing congestion also causes long term sprawl and makes the long-term congestion outlook even more bleak. He added that the rating system of scoring highway widenings highly and transit lower shows that the methodology will not give the region the projects it needs to move people now and into the future.



**Dan Storeck**  
*Mount Vernon District Supervisor*  
*Fairfax County Board of Supervisors*  
*2511 Parkers Lane*  
*Mount Vernon, VA 22306*

Telephone: (703) 780-7518 E-mail: [mtvernon@fairfaxcounty.gov](mailto:mtvernon@fairfaxcounty.gov)



June 14, 2016

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

Dear Northern Virginia Transportation Authority,

I am writing in support of expediting the road, bike and sidewalk improvement projects for Richmond Highway that are critical to the Mount Vernon District's development.

These include:

- Richmond Widening Project: Mount Vernon Memorial Highway and Napper Road, Occoquan River to CSX overpass, and Armistead Road to CSX Overpass, Jeff Todd Way and Lorton Road to Telegraph Road
- Interchanges at the Woodrow Wilson Bridge
- Additional spot projects for Mount Vernon Highway Walkway, Route 1 at Engleside and Mount Vernon Highway at Route 1
- Widening Richmond Highway to six lanes, which will include pedestrian and bicycle facilities and provisions for future transit

I strongly support additional funding from the Northern Virginia Transportation Authority to the Richmond Highway projects. The NVTA's current proposed ratings for the Richmond Highway projects are based on flawed analyses. The congestion and safety issue need immediate attention, and immediate increased funding. I urge you to re-review the current ratings to reflect the past delays in planning and construction funding that have disadvantaged the readiness of these projects. These ratings do not reflect the demonstrated needs of the area and the domino effect they have had on revitalization and improvements in the corridor.

Yours in public service,

# Northern Virginia Transportation Authority

## Comments



The Authority  
for Transportation in Northern Virginia

**Northern Virginia  
Transportation  
Authority**

NVTA  
3040 Williams Drive  
Suite 200  
Fairfax, Virginia 22031  
(703) 642-4652  
[www.TheNoVaAuthority.org](http://www.TheNoVaAuthority.org)

If you have questions or would like to  
become involved in advocating  
transportation relief in Northern  
Virginia please email us at  
[TheAuthority@TheNoVaAuthority.org](mailto:TheAuthority@TheNoVaAuthority.org)

Name: Frank Cohn

Street Address: 8809 Burtishead Rd  
Alexandria, VA 22309

Date and Location of Meeting Attended (if applicable): 6/14/16  
South County Govt Center

Email Address: FCohn22309@aol.com

(optional)

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updates from The Authority to your inbox.

Send your comments about projects to  
[FY2017Program@thenovaauthority.org](mailto:FY2017Program@thenovaauthority.org)

Share your thoughts: The scoring system has been unfair to the Route 267 Corridor  
For example, Connectivity did not seem to recognize our  
connection to Prince William County as well as Md traffic to  
Fort Belvoir which is a city of its own.

Placing our efforts to get Engineering and Acquisitions in place,  
in competition with shovel ready projects for funding allocation  
makes our concern for a fair scoring process even more important  
When a scoring criteria is potentially erroneous the citizenry loses  
confidence in the process.

For more information on projects go to [www.TheNoVaAuthority.org](http://www.TheNoVaAuthority.org)

# Northern Virginia Transportation Authority

## Comments



**The Authority**  
for Transportation in Northern Virginia

**Northern Virginia  
Transportation  
Authority**

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If you have questions or would like to  
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transportation relief in Northern  
Virginia please email us at  
[TheAuthority@TheNoVaAuthority.org](mailto:TheAuthority@TheNoVaAuthority.org)

Name: Susie M. Moss

Email Address: 26missblue@cox.net  
(optional)

Street Address: 7946 Centrol PK Circle

Alexandria, VA 22309-1220

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Date and Location of Meeting Attended (if applicable): \_\_\_\_\_

06/14/16

Send your comments about projects to  
[FY2017Program@thenovaauthority.org](mailto:FY2017Program@thenovaauthority.org)

Share your thoughts:

Strongly urge Funding for RT1  
We need improvements now

We don't believe Scoring was fair.

For more information on projects go to [www.TheNoVaAuthority.org](http://www.TheNoVaAuthority.org)

# Northern Virginia Transportation Authority

## Comments



**The Authority**  
for Transportation in Northern Virginia

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[TheAuthority@TheNoVaAuthority.org](mailto:TheAuthority@TheNoVaAuthority.org)

Name: JAY JUVITER

Street Address: 8208 Orville St  
Alexandria VA 22309

Date and Location of Meeting Attended (if applicable):  
So. County Govt ctr

Email Address: jjuve@yahoo.com  
(optional)

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Send your comments about projects to  
[FY2017Program@thenovaauthority.org](mailto:FY2017Program@thenovaauthority.org)

Share your thoughts: The bottlenecks and development constraints in  
the Rt 1, Fairfax County cry out for remediation.  
The population figures dependent on this corridor  
certainly entitle this area to high priority

For more information on projects go to [www.TheNoVaAuthority.org](http://www.TheNoVaAuthority.org)

# Northern Virginia Transportation Authority

## Comments



*The Authority*  
for Transportation in Northern Virginia

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Virginia please email us at  
[TheAuthority@TheNoVaAuthority.org](mailto:TheAuthority@TheNoVaAuthority.org)

Name: Michael Shor

Street Address: 1100 Woodcliff Dr.  
Alex, Va 22308

Date and Location of Meeting Attended (if applicable): 6/14/2016  
South County

Email Address: Michael.Shor@LNF.Com  
(optional)

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updates from The Authority to your inbox.

Send your comments about projects to  
[FY2017Program@thenovaauthority.org](mailto:FY2017Program@thenovaauthority.org)

Share your thoughts:

There is a dire need to improve the traffic  
congestion on the Richmond Hwy Corridor it stifles  
Economic Growth and the Quality of Life

For more information on projects go to [www.TheNoVaAuthority.org](http://www.TheNoVaAuthority.org)

# SENATE OF VIRGINIA

**JEREMY S. McPIKE**  
29TH SENATORIAL DISTRICT  
ALL OF THE CITIES OF MANASSAS AND  
MANASSAS PARK; AND PART OF PRINCE  
WILLIAM COUNTY  
POST OFFICE BOX 2819  
WOODBIDGE, VIRGINIA 22195



COMMITTEE ASSIGNMENTS:  
GENERAL LAWS AND TECHNOLOGY  
LOCAL GOVERNMENT  
REHABILITATION AND SOCIAL SERVICES

June 16, 2016

Northern Virginia Transportation Commission  
3040 Williams St, Suite 200  
Fairfax, VA 22031

Dear NVTB Board Members,

Please accept this letter as public comments in support of including the Manassas Park VRE Parking Expansion in the FY 2017 Program List. There is no doubt that VRE takes thousands of drivers off our roads each day, proving to be a huge asset to commuters in our region. Currently, at the Manassas Park VRE Station, the parking facility fills up very quickly in the morning causing many riders to find alternate parking options that result in pedestrians crossing, often running across, the tracks to meet the train in time. This garage project would add parking capacity and create a pedestrian bridge to improve all around safety at this station.

While this is the only project from Manassas Park being considered, only 35% of riders are from Manassas Park. The remaining 65% of riders at this station come from Prince William, the City of Manassas, and Fairfax County. Thus, it has regional implications to improve transit capacity along the I-66 corridor. Additionally, it is only 1 of 6 transit projects being considered out of a total of 24 projects.

Lastly, this project rates well in the Congestion Relief Relative to Cost category, which gets to the very intent of House Bill 2313. Having already funded the engineering and design phase of this project, I urge NVTB to fund the next phase to ensure this project comes to completion.

If you have any questions, please do not hesitate to contact me at 571- 316-0581 or [district29@senate.virginia.gov](mailto:district29@senate.virginia.gov).

Sincerely,

A handwritten signature in blue ink that reads "Jeremy McPike".

Jeremy McPike  
State Senator

## **Virginia Sierra Club**

### **Comments to the Northern Virginia Transportation on Draft FY2017 program**

During the past 15 years, northern Virginia and the metropolitan Washington region have moved toward focusing development in more compact, mixed-use communities near transit. These decisions are reaping significant economic benefits as major employers and retail businesses seek to locate in walkable, bike-able areas near transit. They also significantly mitigate traffic congestion by giving people more alternatives, and reduce pollution and greenhouse gas emissions.

Our regional transportation investments should encourage this path toward focusing growth in activity centers near transit and expanding transportation choices. Experience has shown time and again that new road capacity fills up quickly. An effective congestion mitigation strategy must focus on reinforcing more compact, mixed-use, transit-oriented development such as in the Route 1 corridor and VRE station areas in Prince William, the future Silver Line station areas in Loudoun, Tysons, downtown Falls Church and the Blue Line corridor in Arlington and Alexandria. Major employers want to locate in these kinds of areas. People will pay a premium to live in these kinds of areas. A focus on expanding transportation choices will better address the root causes of our congestion problems, and much better add lasting value for our communities and local tax bases.

Often, municipalities develop long term plans for environmental sustainability initiatives and transportation plans distinctly and separately. Transportation planning can successfully address the relationship between transportation and climate change by prioritizing well connected multi modal and transit options. We appreciate that NVTAs ranking system does include a broad range of measures that take into account cost-effectiveness, coordination with land use and reducing vehicle miles traveled.

Therefore, we urge that project selection focus on projects in transit-oriented activity centers and on transit projects. This includes bicycle and pedestrian investments that connect people to transit and contribute to many fewer auto trips and miles traveled. Our priority recommendations for NVTAs 2017 regional funds are as follows:

#### **TOD Related Investments:**

- 3Q Manassas Park VRE Station Parking Expansion, because it is part of a plan for mixed-use transit-oriented development including shared parking

- 6W Bikeshare Connection to Orange and Silver Line Metro Stations because this is one of the most cost effective ways to connect to transit and increase transit ridership
- 8DD Potomac Yard Metrorail Station because this is tied to millions of square feet of transit-oriented development (TOD) which has a high likelihood of being realized in just a few years and because the private sector is sharing in the cost of constructing the station
- 6S East Falls Church Regional Connections and Access
- 8Y Crystal City Streets, 12<sup>th</sup> Street Transitway, Clark/Bell Realignment, Intersections because this supports growth in two TODs
- 6U Seven Corners Ring Road Improvements because this will support the TOD plan for Seven Corners including the grid of streets while providing an innovative urban, pedestrian and bicycle friendly alternative to traditional interchanges

#### **Transit Investments**

- 9P Fairfax Connector Buses
- 8FF Blue Line Traction Power Upgrades
- 8CC West End Transitway

With Transaction 2040 and the six-year plan you will be developing, we would like to see even greater focus on transit and projects that support compact, walkable and bike-able development in activity centers. Regarding the approved list of eligible FY2017 projects, our recommendation for funds remaining after the transit and TOD-supportive projects is:

- Any interchange project you select be designed to incorporate safe, comfortable, and convenient bicycle and pedestrian connectivity.
- Any road widening project that you select must incorporate dedicated transit lanes from the outset. If need be, they can be peak hour/peak direction and also incorporate HOV, but they should be marked for future all-day dedicated lane transit service.
- Any road project must include adequate and safe sidewalks, safe crossings, and protected bicycle facilities. Preference should be granted to limiting arterial roads

to two lanes in each direction, with protected bicycle facilities, sidewalks, and left turn lanes. Larger roads at three lanes in each direction or greater, are hostile to pedestrians and bicyclists and undermine transit-oriented development.

Thank you for considering our views.

Kelsey Crane  
Program Coordinator, Northern Virginia  
Sierra Club Virginia  
11100 Wildlife Center Drive, Suite 200  
Reston, VA 20190  
[\(703\)438-6246](tel:(703)438-6246)  
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**Elizabeth M. Gilleran**  
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**TOWN COUNCIL**  
Lisa C. Merkel, Mayor  
Jennifer Baker, Vice Mayor  
David A. Kirby  
Steven Lee Mitchell  
Sheila A. Olem  
Jasbinder Singh  
Grace Han Wolf

**JUNE 15, 2016**

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

**Re: East Elden Street Improvements – Herndon, VA**

To Whom It May Concern:

On behalf of the Town of Herndon Pedestrian & Bicycle Advisory Committee (PBAC), I am pleased to express support for Herndon's East Elden Street Improvements project.

The mission of PBAC is to improve the quality of life in the Town of Herndon through the promotion of safe walking and bicycling as a viable means of transportation and physical activity. PBAC is also tasked to identify needed public improvements and evaluate transportation improvements projects to ensure they advance Herndon's commitment to creating a community with high service levels for all modes of transportation.

The PBAC continues to be a strong advocate for this project. East Elden Street as currently configured and used presents several obstacles to the mobility of all transportation modes. The multi-modal improvements as currently designed help on all accounts by enhancing vehicle operability, mitigating congestion, managing access, providing dedicated facilities for cyclists, and augmenting safety measures for pedestrians. PBAC is confident that the Complete Street design would ensure a unique townscape that offers a safe pedestrian and bicycle environment and efficiently moves traffic along this important gateway into Herndon.

East Elden Street serves a major business corridor in Herndon and with continued redevelopment nearby in both downtown Herndon and the Herndon metro area, increased traffic in the coming years and decades is expected. As the area urbanizes the need for roadway capacity will be mirrored with a demand for more and improved pedestrian and bicycle accommodations. The importance of this project for Herndon is the opportunity offers to meet not just current demand but that future demand as well. This project has been planned for many years and the Town has remained consistent in making it a priority. PBAC is excited and anxious for the project to be getting very close to obtaining the funding necessary for implementation. It would have a transformative effect on the Town and would provide much needed multi-modal connections with adjacent jurisdictions.

Respectfully,

Sheila A. Olem  
Council Member, Town of Herndon  
Chairman, PBAC

Written Comments for NVTa FY2017 Program  
Submitted by Prince William County Department of Transportation

The widening of Route 1 (Featherstone Road to Mary's Way) is a major transportation improvement project in Prince William County that impacts both local and regional transportation. To date, the Northern Virginia Transportation Authority (NVTa) has provided \$52.4M in regional funds to support the project.

In 2014, Prince William County informed the NVTa that the cost estimate for the Route 1 (Featherstone Road to Mary's Way) project had the potential to increase. NVTa agreed to review the 2017 project list after the Commonwealth Transportation Board (CTB) finalized their 6-year plan. As the project progressed through the engineering phases and became more defined, the total cost estimate increased from \$86M to \$96.4M. The increase was due to right-of-way acquisition costs, required intersection design modifications, and retaining wall improvements.

In order to move forward with the project and make use of the existing funds, the Virginia Department of Transportation (VDOT) requires the project to be fully funded. Prince William County is requesting the \$10.665M, as part of the NVTa 2017 program, to close the gap. Once this happens the County will have 100% funding for the project and can proceed with completing project design and can soon begin the construction phase.

The project has been federalized, to supplement the project with federal and local funds, therefore this will be the last time the County will request NVTa funding for this project.

**A.J. DWOSKIN**  
—  
& ASSOCIATES, INC.

June 16, 2016

By Email and Mail

Honorable Martin Nohe, Chairman  
Northern Virginia Transportation Authority  
3040 Williams Drive, Suite 200,  
Fairfax, VA 22031  
[FY2017Program@TheNoVaAuthority.org](mailto:FY2017Program@TheNoVaAuthority.org)

Dear Chairman Nohe:

I am writing on behalf of the owners of the Herndon Centre Shopping Centre to express our support for NVTa's inclusion of the East Elden Street Widening and Improvements project in its FY 2017 Program.

While this project has been listed on the Virginia Department of Transportation's (VDOT's) Six-Year Improvement Plan since 1999, its current importance is heightened not only due to traffic congestion and safety concerns affecting Herndon's main "street" commercial corridor, but also because it is a critical arterial link between northern portions of Fairfax County, the Dulles Toll Road, Dulles Airport and Loudoun County. This corridor links some of the most significant growth areas in all of Northern Virginia.

We are aware that a significant amount of the project's \$33 million funding requirements has been committed and that the remaining required funding can be obtained over the next few years with NVTa's and other continued support. We also understand that preliminary engineering design is expected to be made available to the public this fall. We are hopefully that this project can continue on its current path without further delay.

In closing, we ask that the transportation planning effort remain comprehensive by balancing the regional arterial demands with those that serve the needs of the local commercial businesses and residents. We support the project's scoping efforts to include multimodal transit, pedestrian and bicycle accommodations and needed traffic management and intersection improvements to Elden Street so that one of the Town's most important tax generating, commercial corridors can continue to function in a viable, safe and efficient manner. Specifically, we will be asking that serious consideration be given to intersection improvements that include the additional of a traffic/pedestrian signal at Herndon's Centre's Kmart intersection with Elden Street.

We appreciate this opportunity to provide comments for your consideration.

Sincerely,



Albert J. Dwoskin

Cc: Arthur Anselene, Town Manager

June 17, 2016

VIA ELECTRONIC MAIL:  
[FY2017Program@TheNoVaAuthority.org](mailto:FY2017Program@TheNoVaAuthority.org)

Honorable Martin Nohe, Chairman  
Northern Virginia Transportation Authority  
3040 Williams Drive, Suite 200  
Fairfax, Virginia 22031

**RE: NVTa Fiscal Year 2017 One-Year Program  
Project 1T - East Elden Street Improvements & Widening (UPC 50100)**

Dear Chairman Nohe:

This e-mail is to advocate the need for the NVTa's regional transportation revenue to continue to fund the Town of Herndon's *East Elden Street Improvements & Widening* project. The town's VDOT administered project is ready to move forward given the requested funding.

As you know, last year the town's project was allocated \$10.4 million to be directed towards utility relocation and right-of-way acquisition. The project is now leveraging previous federal funding allocations totaling \$6.5 million. The engineering design is well underway by VDOT, with the Location and Design Public Hearing scheduled for Winter 2016.

The project was initiated in 1998 and since then significant sections of street dedication and easements have already been acquired. The project has been listed in VDOT's Six-Year Improvement Plan since year 2000. The project now has a total of \$16.9 million; almost half of the total project cost. The town's project is long overdue and if given the requested NVTa funding of \$18.7 million (spread across 3 fiscal years) the project is ready to proceed to construction, as per table below and VDOT's full funding policy.

TOWN OF HERNDON			
East Elden Street Widening & Improvements (UPC 50100)			
PHASE	FUNDING SOURCE	NVTa and RSTP Funding	AMOUNT
PRELIMINARY ENGINEERING	Previous Allocations - (leveraged funds) primarily of RSTP and Urban allocations	RSTP Approved	\$ 4,711,000
SUB-TOTAL			\$ 4,711,000
ROW / UTILITY	NVTa, HB2313 - Regional FY2014	Two-Year Plan (approved)	\$ 2,600,000
ROW / UTILITY	NVTa, HB2313 - Regional FY2015	Two-Year Plan (approved)	\$ 2,600,000
ROW / UTILITY	NVTa, HB2313 - Regional FY2016	Two-Year Plan (approved)	\$ 5,200,000
ROW / UTILITY	NVTa, HB2313 - Regional FY2019	One-Year Plan (requested)	\$ 2,700,000
SUB-TOTAL			\$ 13,100,000
CONSTRUCTION	RSTP Funding Allocations	RSTP Approved	\$ 1,800,000
CONSTRUCTION	NVTa, HB2313 - Regional FY2020	One-Year Plan (requested)	\$ 8,000,000
CONSTRUCTION	NVTa, HB2313 - Regional FY2021	One-Year Plan (requested)	\$ 8,000,000
SUB-TOTAL			\$ 17,800,000
TOTAL			\$ 35,611,000

This letter is also to convey the challenge that smaller jurisdictions have in achieving an NVT allocation. As is apparent, smaller jurisdictions generally do not fare well in VDOT's ranking process, despite the town's need to respond to increasing regional congestion. Under the current VDOT ranking methodology, the policy requiring full funding of projects makes the competition for funding increasingly difficult, due of course, to the limited regional revenue which impacts proposed funding allocations and the ability of smaller communities congestion mitigation concerns competing with the intense regional mitigation concerns. Nevertheless, the town continues to strongly advocate, as was done last year, the qualitative factors of the town's project in regards to its multi-modal, safety and congestion relief measures as well as the need for funding continuity, in order to fully fund its project and proceed on to construction. A project half funded should not be stymied, but assisted in a funding methodology which will allow the project to effectively utilize the resources previously allocated.

In addition, the project addresses an existing roadway safety deficiency with an upgraded bridge design at Sugarland Run. The frequency of roadway flooding along this section of Elden Street, has warranted the need to correct an unsafe street condition. VDOT's design results in a much safer regional arterial by elevating the roadway to accommodate an upgraded and larger capacity bridge-culvert structure necessitated by development within the Sugarland watershed area.

The video (link below) shows flooding of East Elden Street on Sept 8, 2011. East Elden Street flooding, between Herndon Parkway and Fairfax County Parkway, is shown in the middle section of the video (from 1:25 to 2:47). The aforementioned section of East Elden Street has flooded several times since 2003 from stronger storms than shown below or in the video.



Source: <http://www.youtube.com/watch?v=wCsOaGHnxzg>

In summary, the project relieves congestion by increasing roadway capacity via an additional lane for each direction between Herndon Parkway and Fairfax County Parkway interchange and to provide for dedicated turning lanes at each major intersection, while also improving safety and multi-modal connectivity and circulation for drivers, pedestrians, bicyclists, and transit riders for local and regional destinations.

The town's East Elden Street project has been listed in VDOT's Six-Year Improvement Plan since year 2000. Significant sections of right-of-way have already been acquired. The engineering design is now underway, environmental review has been completed and VDOT's public hearing is scheduled for later this

year. If allocated the requested funding, the town's '*East Elden Street Widening and Improvements*' project is ready to move forward and proceed to construction in year 2020, per VDOT's full funding policy.

I encourage the NVTA to vote favorably on the Town of Herndon's request for funding of the *East Elden Street Improvements & Widening* project. Thank you for your consideration on this critical town project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Arthur Anselene', written in a cursive style.

Arthur Anselene  
Town Manager

C. Mayor Merkel and Town Council  
Elizabeth Gilleran, Director of Community Development  
Mark Duceman, Senior Transportation Planner.

Richard F. Downer  
216 Herndon Station Square  
Herndon, VA 20170

VIA ELECTRONIC MAIL  
Honorable Martin Nohe, Chairman  
Northern Virginia Transportation Authority  
[mnohe@pwcgov.org](mailto:mnohe@pwcgov.org)

Re: NVTA's FY '17 One-Year Program  
East Elden Street Widening and Improvements  
Herndon, Fairfax County, Virginia  
UPC 50100

Dear Chairman Nohe,

As a retired small business owner and former 15-year Town of Herndon Town Councilman, I strongly support the East Elden Street project as listed in VDOT's Six-Year Improvement Plan. I was privileged to serve on the Town Council that previously acquired dedication of substantial portions of the right-of-way in the 1990's. I also understand that the environmental review has been completed and engineering is underway and with funding this project could start construction.

In 2011 Mayor Lisa Merkel and I approached the Fairfax County Department of Transportation requesting a study for a "Circulator Bus" service for Herndon simultaneous with the start of the Silver Line Phase 2 Herndon Station. In 2015 the county released the "Fairfax County Comprehensive Transit Plan and Transit Development Plan Update" and included Routes 921 and 922. These routes comprise the requested "Circulator Bus" Service. Part of the route extends along East Elden Street from Herndon Parkway to Monroe Street, about 80% of this proposed widening and improvement project.

Completion of this project will greatly enhance the bus service along this route and immediately benefit the families and businesses in this area.

Thank you for considering this request and I hope the Authority will act positively on this funding application.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard F. Downer", written in a cursive style.

Richard F. Downer

Cc: Town of Herndon



Coalition for Smarter Growth  
DC • MD • VA

June 17, 2016

Chairman Martin Nohe  
Northern Virginia Transportation Authority  
3040 Williams Drive, Suite 200  
Fairfax, VA 22031

Re: Comments on Northern Virginia Transportation Authority re 2017 Program

Dear Chairman Nohe and members of the Authority:

Thank you to all of you and your staffs for the hard work in developing performance metrics, evaluating projects, and producing a candidate list of projects for 2017. Given very limited transportation funds, you have recognized that we need to be efficient in the allocation of the funds you have available. That's why it is so important that you tie your transportation projects to support the forms of land use that minimize the amount that people have to drive while enhancing Northern Virginia's quality of life and economic competitiveness.

In *Region Forward* and in nearly every local jurisdiction's plans, you have identified walkable, mixed-use, mixed-income transit accessible neighborhoods and centers as the best way to grow. This is the case not just in Arlington, Alexandria, Falls Church and the City of Fairfax, but in Fairfax County which is placing top priority on transit-oriented centers and corridors, in Loudoun with three new Metro stations, and in Prince William, Manassas and Manassas Park at VRE stations.

Changing demographics and market demand have led to a boom in transit-oriented development, attracting millennials, empty nesters, and businesses. Eight-four percent of new office development has been within ¼ mile walk of a Metro station. Ninety-two percent of office leases over 20,000 square feet have been within ½ mile of a Metro station. The CEO of Marriott has said that the company will be moving its headquarters from an office park to a Metro station location. At a BISNOW forum in Loudoun last year, panelists called mixed-use, transit-accessible development the future of the county and key to being competitive in attracting jobs and residents. Rents and sales prices per square foot for both residential and office development are higher in mixed-use, walkable, transit-accessible locations.

Mixed-use, walkable, transit-oriented communities are a regional transportation solution. Residents own fewer cars, make fewer car trips and drive far fewer miles. They walk, bike and use transit at much higher rates and have lower combined housing and transportation costs. As our region grows by 1.6 million people by 2040, we need to support these communities that help reduce driving demand, otherwise we face both far worse traffic and the severe negative impacts that result from widening roads at great cost to adjoining neighborhoods.

Because of their great value to our economy and transportation system, these transit-oriented communities should be supported with transportation investments that make them successful. Therefore, we recommend that you focus the resources you have first on funding “TOD Packages” – the transit station improvements, local street networks, bicycle/pedestrian facilities, and other measures that make TOD work, and second, toward funding new transit capacity. After highlighting these investment priorities, we will comment on the proposed road and interchange projects.

### **TOD Related Investments:**

- 3Q Manassas Park VRE Station Parking Expansion, because it is part of a plan for mixed-use transit-oriented development including shared parking
- 6W Bikeshare Connection to Orange and Silver Line Metro Stations, because this is one of the most cost effective ways to connect to transit and increase transit ridership
- 8DD Potomac Yard Metrorail Station, because this is tied to millions of square feet of transit-oriented development which has a high likelihood of being realized in just a few years and because the private sector is sharing in the cost of constructing the station
- 6S East Falls Church Regional Connections and Access, because this combination of bus bays, bus lane, sidewalks, and bikeshare will cost-effectively improve access to the EFC Metro station and regional network
- 8Y Crystal City Streets, 12<sup>th</sup> Street Transitway, Clark/Bell Realignment, Intersections, because this supports growth in two TODs – Crystal City and Pentagon City.
- 6U Seven Corners Ring Road Improvements, because this will support the TOD revitalization plan for Seven Corners, including the grid of streets, while providing an innovative urban, pedestrian and bicycle friendly alternative to traditional interchanges and improving the future Bus Rapid Transit connection to the East Falls Church Metro Station.

### **Additional Transit Investments:**

- 9P Fairfax Connector Buses (11) because of the great need to meet growing transit demand in Fairfax, connecting emerging transit-oriented centers.
- 8FF Blue Line Traction Power Upgrades because these are essential to support 8-car trains.
- 8CC West End Transitway, because this new transit connection that will help link the Van Dorn Metro station with TOD at Landmark, along Beauregard, the Alexandria campus of Northern Virginia Community College, Shirlington, Pentagon City and the Pentagon, with additional connections to the Route 7 Bus Rapid Transit Corridor and Columbia Pike Transit.

A great deal of attention has been focused on the project (6W) to fund Capital Bikeshare to provide access to the West Falls Church and East Falls Church Metro stations. We see it as an excellent example of a cost-effective investment which supports transit-oriented communities and provides a regional benefit. Bikeshare is one of the most convenient ways residents of this community with its excellent network of local streets can provide access to the regional transit network, increasing transit trips and reducing vehicle trips. Investing in bicycle/pedestrian access to Metro stations is far more cost-effective per rider than spending \$25,000 or more per structured parking space, and frees up the land around stations for economic development – TOD that generates yet more walk, bike and transit trips. Again, this investment and other local street, bus bay, and bicycle/pedestrian investments that support mixed-use, walkable and transit-oriented communities are an integral regional transportation solution.

We are very cautious about road widening and interchange projects, because of the problem of induced demand, which will fill up new road capacity in a metropolitan area in as little as five years. This is a widely acknowledged and well-documented problem. In the short term, people change the time of their commute back to the peak hour, leave a carpool or transit to drive alone, or change their route to take advantage of the new capacity. In the medium to longer term, developers will cite the new capacity as allowing for additional auto-dependent development and people will move farther away from work because the commute is (temporarily) better – bringing back even more traffic to the road network. Money spent on road expansion, and then again for additional expansion as induced demand fills the new capacity, reduces the resources you have to make the long-term demand reduction investments that transit and TOD provide.

But we also recognize and understand the concern about near term bottlenecks that stress commuters. You face a difficult balancing act of addressing near term problems while seeking to make the much needed and longer lasting investments in transit and TOD. Therefore, our recommendation is that funds remaining after the transit and TOD supportive projects be selected based on the following principles:

- Any interchange project you select should be designed to incorporate safe, comfortable, and convenient bicycle and pedestrian connectivity.
- Preference should be granted to limiting arterial roads to two lanes in each direction, with protected bicycle facilities, sidewalks, and left turn lanes. Larger roads at three lanes in each direction or greater, are hostile to pedestrians and bicyclists and undermine transit-oriented development.
- Any road widening project that you select, which expands beyond two lanes in each direction, must incorporate dedicated transit lanes from the outset. If need be, they can be initially limited to peak hour/peak direction and also incorporate HOV, but they should also be marked in the plans for future conversion to all-day dedicated lane transit service.
- Any road project that is not limited access must include adequate and safe sidewalks, safe crossings, and protected bicycle facilities.
- In limited access highway and high speed arterial projects, parallel bike facilities within the right of way are better than no bike facilities at all. However, because of air pollution, parallel facilities are better located in offset locations along local street networks, provided relatively direct routing can still be achieved.

Again, we thank you for your hard work on behalf of Northern Virginia and we urge you not to lose sight of how important it is to focus on land use, particularly walkable, mixed-use, and transit-oriented centers that represent the most effective means to address our transportation challenges. After fix-it-first investments which include reinvesting in the Metro system, priority must go to transportation investments that support this more sustainable land use. This must be a core focus of the Transaction 2040 update and six-year plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Stewart Schwartz". The signature is fluid and cursive, with a long horizontal stroke at the end.

Stewart Schwartz  
Executive Director

These comments are submitted on behalf of Transitters, a transit users group, and other transit riders.

We believe these projects should be evaluated against the community's goals. The Greater Washington Council of Government (MWCOC), has adopted a Vision Statement that lists as its first Goal:

"The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region."

Supporting that Goal, the first Objective in the Vision is "A comprehensive range of choices for users of the region's transportation system," and its first Strategy is "Plan, implement, and maintain a truly integrated, multi-modal regional transportation system."

[\(http://www.mwcog.org/transportation/activities/vision/](http://www.mwcog.org/transportation/activities/vision/)

)

While NVTA is not subject to nor required by statute to comply with MWCOC's Vision, every jurisdiction belonging to NVTA is a member of MWCOC and a number of elected officials serving on the NVTA board also serve on the MWCOC board. MWCOC does not build infrastructure, so it is incumbent on NVTA and similar organizations to effectuate the vision of reasonable access at reasonable cost to everyone.

An examination of transportation in Northern Virginia reveals that this region has failed miserably to achieve that Vision.

While there are frequent reports about how bad traffic is in this region, public transit is far worse. We saw an indication of that recently when the Washington Post reported that the Silver Line ridership was 30 percent below forecast for its first year. Even closer to home, the NVTA FY2017 Public Hearing held on June 9th further illustrates the neglect that public transit is afforded. While NVTA advertised that shuttle buses would transport people beginning at 5:40 from Dunn Loring Metro Station to the hearing, the first bus didn't come until 7:15 -- an hour and fifteen minutes after the Open House began, fifteen minutes after the Open House ended, and fifteen minutes after the presentations began. The buses only appeared because Transitters were stranded at Dunn Loring and called NVTA to find out what happened to the shuttles. As a final illustration of how poor and neglected public transit is, not a single member of the NVTA board, NVTA staff, other hearing attendee, or even the Director of Fairfax County transportation took public transit to the hearing.

Public transit is not just a local concern to us in our increasingly urban environment -- it's a global concern, as illustrated by this passage from the Encyclical Letter on Care for Our Common Home published last year by Pope Francis:

"The quality of life in cities has much to do with systems of transport, which are often a source of much suffering for those who use them. Many cars, used by one or more people, circulate in cities, causing traffic congestion, raising the level of pollution, and consuming enormous quantities of non-renewable energy. This makes it necessary to build more roads and parking areas which spoil the urban landscape. Many specialists agree on the need to give priority to public transportation. Yet some measures needed will not prove easily acceptable to society unless substantial improvements are made in the systems themselves, which in many cities

force people to put up with undignified conditions due to crowding, inconvenience, infrequent service and lack of safety.”

[http://w2.vatican.va/content/francesco/en/encyclicals/documents/papa-francesco\\_20150524\\_enciclica-laudato-si.html](http://w2.vatican.va/content/francesco/en/encyclicals/documents/papa-francesco_20150524_enciclica-laudato-si.html)

)

We have known for a long time the primary factors that affect the transportation mode -- auto, transit, bicycle, walking -- that individuals choose: cost and time (because time has value, we will refer to cost alone). NVTAs objective of congestion reduction is not necessarily inconsistent with the vision of reasonable access at reasonable cost for everyone, and we believe that to achieve this end NVTAs should select projects that will provide the greatest improvement to public transit.

Of particular concern is the Transform 66 Outside the Beltway and by extension the I-66 / Route 28 Interchange Improvements project 6T, which VDOT has incorporated into Transform 66. While Transform 66 is constantly being promoted as "Multimodal Solutions -- 495 to Haymarket," we don't believe that it is multimodal in any meaningful way. In fact, we believe that it is an automobility project that will further urban sprawl with all its associated negative externalities. Among those negative externalities will be further dampening of Silver Line and other public transit ridership.

We have two major concerns about this Transform I66/28 project.

First is that despite saying that this provides “multimodal solutions,” VDOT has failed to provide an estimate of the number of transit riders or the transit mode share that will result from this project. VDOT has provided an estimate of the impact that this project will have on average speeds along the corridor. We believe the failure to provide transit information belies the claim that this is a multimodal effort.

Second is the fact that while the draft Comprehensive Agreement Relating to the Transform 66 P3 Project (May 13, 2016) provides for payments for both highway and transit service -- labeled Support for Corridor Improvements and Transit Funding Payment -- there is a significant disparity in the terms of these payments. The Support for Corridor Improvements payments must equal a minimum Net Present Value (NPV) calculated at a specific discount rate, while the Transit Funding Payment need not meet a minimum NPV. In addition, this Comprehensive Agreement contains a provision that Virginia would be penalized if it were to invest in significant transit infrastructure -- the Orange Line -- within ten years of the completion of the Transform 66 P3 Project. This demonstrates continued prioritization of automobility over public transit.

We encourage NVTAs not to fund this Transform 66 Outside the Beltway and by extension the I-66 / Route 28 Interchange Improvements project.

Stuart M Whitaker

# SENATE OF VIRGINIA

**SCOTT A. SUROVELL**  
36TH SENATORIAL DISTRICT  
PART OF FAIRFAX, PRINCE WILLIAM, AND  
STAFFORD COUNTIES  
P.O. BOX 289  
MOUNT VERNON, VIRGINIA 22121  
(571) 249-4484



COMMITTEE ASSIGNMENTS:  
GENERAL LAWS AND TECHNOLOGY  
LOCAL GOVERNMENT  
REHABILITATION AND SOCIAL SERVICES

June 17, 2016

Chairman Marty E. Nohe  
Northern Virginia Transportation Authority  
3040 Williams Drive, Suite 200  
Fairfax, VA 22030

Re: Public Comments Regarding 2016 One Year Transportation Plan

Dear Chairman Nohe:

I am writing pursuant to the request of the Northern Virginia Transportation Authority's (NVTa) request for public comment on its Draft FY2017 Program.

As you know, I represent nearly all of the approximately forty-miles of Route 1 Corridor from near the Woodrow Wilson Bridge to Garrisonville Road in Stafford County. The Route 1 Corridor is one of the most economic depressed unrevitalized areas of Northern Virginia. The Route 1 Corridor consumes far more tax revenue than it generates and it consistently leads Northern Virginia in most crime categories.

The Route 1 Corridor is in desperate need of revitalization. That will come with investment in Route 1's existing infrastructure and will benefit all of Northern Virginia's taxpayers and commuters. This year, the NVTa is presented with three opportunities to further this objective.

## **Southern Route 1**

Prince William County has done an excellent job laying the groundwork for widening of the existing roadway and burying utilities. Approximately half of Route 1 through Prince William County has already been widened to three lanes and the visual effect is striking. With the coming development of Potomac Shores and substantial new high density mixed-use developments planned near Occoquan and Woodbridge VRE Station, funding the \$11 million request to help widen of Mary's Way to Featherstone and the \$16.5 million request to widen Brady's Hill Road to Dumfries Road are critical.

The completion of these projects will create a seamless six-lane, utility undergrounded, and more pedestrian friendly corridor in Prince William County to facility future development.

**Northern Route 1**

Route 1 through Fairfax County is still in planning, but of equal, if not greater, importance given what is to come. This year's modest \$5 million request to follow on last year's \$17 million allocation will continue the planning, engineering and design for the 14-mile multimodal project between the Huntington Metro Station and Woodbridge. **It is a critical Northern Virginia regional project.**

First, the Route 1 Multimodal Alternatives Analysis Study published in 2015 (see attached) identified **\$2.2 billion of desperately needed feasible improvements required in this area including widening Route to six lanes its entire route, construction of a 14-mile median-dedicated bus rapid transit system, and 2.5 mile extension of the Yellow Line to Hybla Valley to be constructed over the next fifteen years.** This project currently has \$17 million of dedicated planning funding, but requires more to continue work as the project ramps up to compete with major funding opportunities through the Federal Transit Administration's New Starts Program.

This investment should **not** be viewed as a Fairfax County request. As with Interstate 66, Route 1 is **multijurisdictional** asset. Improvements on Route 1 will have immediate development impacts in Fairfax County, but as large percentage of the users of Route 1 in Fairfax County travel from Prince William County for employment at Fort Belvoir and other jobs to the North.

I have also attached 117 comments that I gathered from constituents who are increasingly upset and even angry at the failure to fund projects in the Route 1 Corridor while other major projects in the wealthier and much more recently developed Northern and Central regions of Northern Virginia obtain funding. Please review the comments and recognize the increased desperation eastern Fairfax and Prince William Counties feel about their transportation infrastructure. More funding wealthier and less diverse I-66 and Dulles Corridors only feeds the anger that the eastern part of Northern Virginia feels about the fairness of funding allocations.

Please also recall that one year ago, I delivered over 420 similar citizen comments in support of last year's funding which the NVTa generously allocated to these projects.

It is absolutely critical that the NVTa continue moving this project forward by demonstrating continuous funding allocations to this project until it is completed. Please advise the Board of the importance of funding these projects and let me know if there are any questions.

Very Truly Yours,



Senator Scott A. Surovell  
36<sup>th</sup> District

enclosures

cc: Senator Adam Ebbin  
Senator Jeremy McPike  
Delegate Paul Krizek  
Delegate David Albo  
Delegate Mark Sickles  
Delegate Luke Torian

Delegate Mark Dudenhefer  
Chairman Sharon Bulova  
Supervisor Dan Storck  
Supervisor Jeff McKay  
Chairman Corey Stewart  
Supervisor Frank Principi

Supervisor Maureen Caddigan  
Mayor Gerald Foreman  
Ms. Edythe Kelleher  
Mr. Tom Biesadny  
Mr. Tom Blaser

# Route 1



## Multimodal Alternatives Analysis

# EXECUTIVE SUMMARY

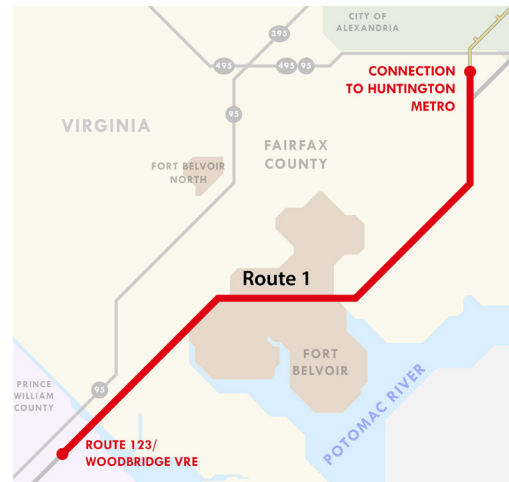
February 2015



## INTRODUCTION

The Route 1 Multimodal Alternatives Analysis addresses the mobility needs of Richmond Highway in Northern Virginia. The study evaluated the benefits, costs, and impacts of implementing multimodal improvements along a 15-mile stretch of Richmond Highway, extending from the I-95/I-495 Beltway area, through Fairfax County, to the VRE Station at Woodbridge in Prince William County. The study was initiated to identify a program of multi-modal improvements that best meets both the community needs and the needs of travelers to and through the corridor.

Through stakeholder participation and technical analysis, the study resulted in a recommended program of transportation improvements for adoption by Fairfax County and Prince William County. Solutions included combinations of transit, roadway, pedestrian, and bicycle improvements.



Study Corridor

## PROJECT PROCESS AND PUBLIC INVOLVEMENT

Led by the Virginia Department of Rail and Public Transportation (DRPT), the study was an 18-month collaborative effort among Fairfax County, Prince William County, the Virginia Department of Transportation (VDOT), and the Virginia Office of Intermodal Planning and Investment (OIPI). An Executive Steering Committee, comprised of elected officials and senior staff from the key stakeholder groups, provided guidance throughout the study. The process also included frequent public outreach and events to ensure that the community and stakeholders played an active role in guiding the outcomes of the study.

## PROJECT PURPOSE AND GOALS

The purpose of the study is to provide improved transit, bicycle and pedestrian, and vehicular conditions and facilities along the Route 1 corridor that support long-term growth and economic development. The study developed and evaluated a range of multi-modal solutions to address the transportation needs of the corridor.

### LOCALLY PREFERRED ALTERNATIVE RECOMMENDATION

After reviewing the technical results and listening to feedback from the project committees and the community, the project's Executive Steering Committee endorsed a phased implementation of the multimodal (roadway, bicycle/pedestrian, and transit) improvements of "Alternative 4 BRT/Metrorail Hybrid", including:

- **Roadway Widening** – Widen roadway from four lanes to six through lanes where necessary to create a consistent, six-lane cross section (three lanes in each direction)
- **Bicycle and Pedestrian Facilities** – Create a continuous facility for pedestrians and bicyclists along the 15 mile corridor; the configuration will vary depending upon urban design, right-of-way availability, and other local considerations
- **Transit** – Contingent upon increased land use density and project funding, implement a median-running Bus Rapid Transit (BRT) system from Huntington to Route 123 in Woodbridge (curb-running BRT in mixed traffic within the Prince William County portion) and a 3-mile Metrorail Yellow Line extension from Huntington to Hybla Valley as expeditiously as possible

## Goals



## CORRIDOR PLANNING INITIATIVES

Numerous past studies and plans completed for the corridor consistently identified four key findings:

- Growth in regional population and employment, as well as changes in job concentrations, have driven greater demand for travel in the constrained corridor.
- Safety for users of all types (drivers, walkers, bicyclists, and transit riders) remains a concern.
- Land use and economic plans anticipate further growth and redevelopment.
- Maintaining housing affordability and diversity is an increasing challenge.

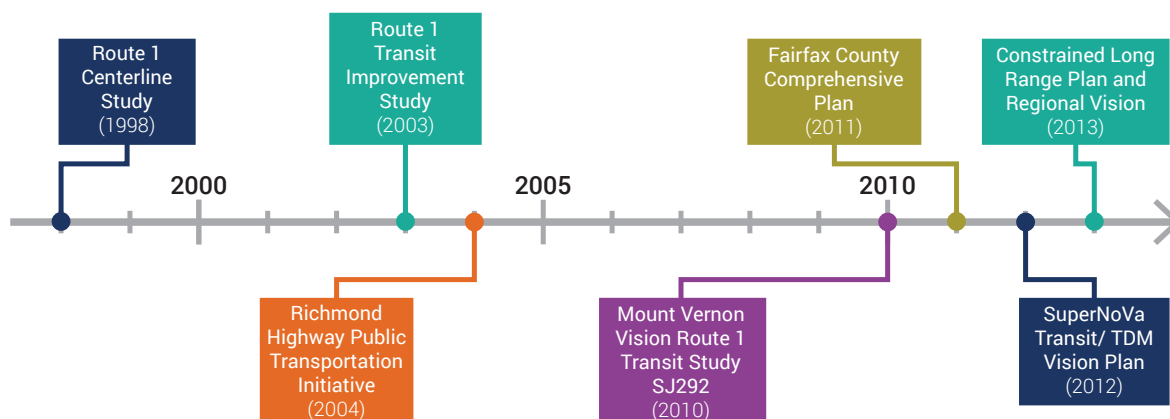
The two foundational studies for this effort are the VDOT Route 1 Centerline Study (1998) and the DRPT Route 1 Transit Study (2010). The VDOT study recommended widening the roadway and

improving pedestrian and bicycle facilities, as well as preserving right-of-way for transit.

The DRPT study recommended a further detailed assessment to examine the feasibility of dedicated transit running way and evaluation of modes to address congestion, capacity, and pedestrian safety issues along the corridor.

The Fairfax County Comprehensive Plan incorporates the findings of the Centerline Study, but stipulates that there should be no more than six general purpose travel lanes on Route 1 through the study area. The Prince William County Plan also calls for Route 1 to be a six-lane facility within the study area. These recommendations are already being carried out through Route 1 widening projects around Fort Belvoir in Fairfax County and at the Route 1/Route 123 interchange in Prince William County.

## Previous Plans and Studies



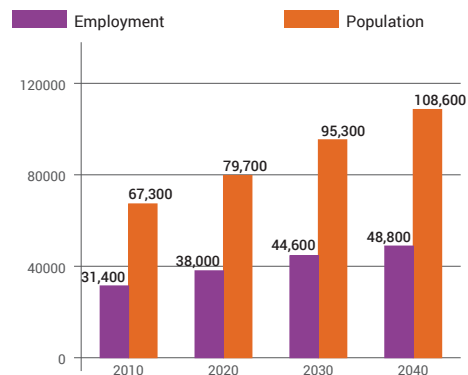
## CORRIDOR TRANSPORTATION CHALLENGES

The need for the project stems from existing and anticipated transportation problems along the corridor related to limited transit service, poor bicycle and pedestrian facilities, and high traffic volumes. These deficiencies limit accessibility and multimodal connectivity and are not supportive of the desired economic development and growth along the corridor.

The existing person carrying capacity of the corridor is constrained. Integrated multimodal improvements are needed to support the anticipated high levels of employment and residential growth. Without transportation capacity improvements that encourage pedestrian and transit travel, it is unlikely that the projected growth can be accommodated within the corridor, and the associated economic opportunity of additional jobs and residents will be limited.

Attractive multimodal options are needed to help serve the large transit-dependent population who rely on bicycling, walking, and/or transit to meet the needs of daily life. According to the American

### Projected Employment and Population for the Study Area



**By 2040, the Route 1 Corridor expects approximately:**



**45,000** new residents; and



**18,000** new jobs

Community Survey (2008-2012), within ½-mile of the study corridor, there are over 2,000 households that do not own a car. Of the existing transit riders, nearly three-quarters have no access to an automobile as a travel alternative. Over half of corridor transit riders have household incomes of less than \$30,000. Preserving affordability and mobility on the corridor over the long term requires improved transit and other transportation options.

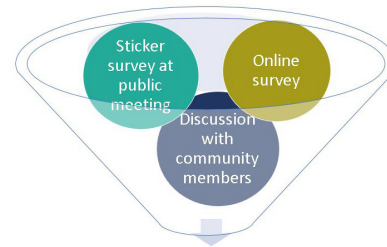
	Challenges	Needs
Transit	<ul style="list-style-type: none"> <li>Transit travel time is not competitive with auto travel time</li> <li>Peak and off-peak transit service is infrequent</li> <li>Delays caused by transit dwell time at stops and peak period congestion</li> </ul>	<ul style="list-style-type: none"> <li>Attractive and competitive transit service</li> </ul>
Pedestrian/ Bicycle	<ul style="list-style-type: none"> <li>Facilities for non-auto travel are limited, substandard, and unable to compete with the attractiveness of single occupancy vehicle travel</li> <li>Pedestrian crossings of Route 1 are infrequent, long, and disconnected from existing transit stops</li> <li>Bicycle access is difficult with few dedicated paths</li> </ul>	<ul style="list-style-type: none"> <li>Safe and accessible pedestrian and bicycle access</li> </ul>
Vehicular	<ul style="list-style-type: none"> <li>Significant congestion along Route 1 during peak periods</li> <li>Travel times are highly variable and unpredictable</li> </ul>	<ul style="list-style-type: none"> <li>An appropriate level of vehicle accommodation</li> <li>Additional attractive travel choices in the corridor to minimize auto use</li> </ul>
Land Use/ Economic Dev.	<ul style="list-style-type: none"> <li>Current development patterns fail to optimize development potential at designated activity centers</li> <li>The street network is limited, offering few alternatives to Route 1 travel</li> </ul>	<ul style="list-style-type: none"> <li>Support for more robust land development to support anticipated population and employment growth</li> </ul>

## ADDRESSING TRANSPORTATION CHALLENGES

The project team developed and evaluated three types of alternatives: (1) Bicycle and Pedestrian, (2) Number of Vehicle Travel Lanes, and (3) Transit Technologies. From the broad range of possible options, a set of initial alternatives emerged based on their applicability in the Route 1 Corridor.

Early analyses focusing on traffic operations and right of way requirements determined that a consistent six-lane roadway and continuous bicycle and pedestrian facilities would be a way to simultaneously address the current and future congestion and bicycle/pedestrian access and safety issues along the corridor.

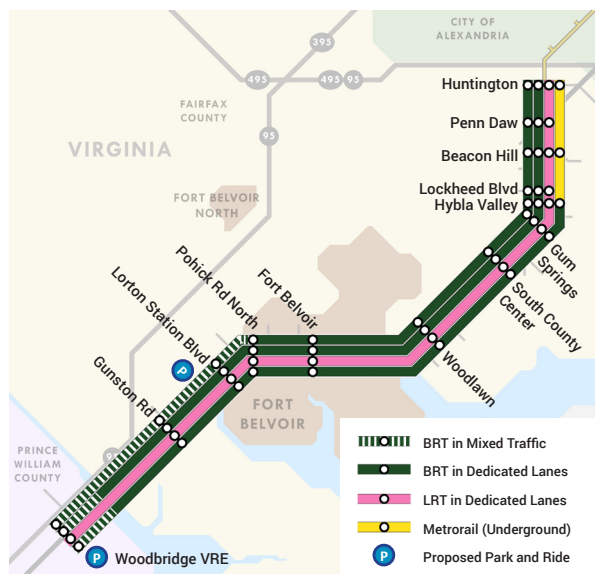
## What We Learned From Corridor Residents



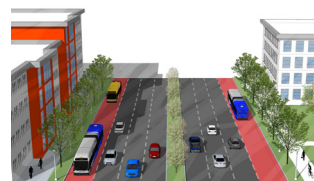
- Purpose and Need
- Weighting of Evaluation Measures
- Recommendations and Action Plan

Four detailed alternatives examined bus rapid transit, light rail, and Metrorail options for the corridor. Each assumed a consistent six vehicular travel lanes along the entire corridor, as well as a 10-foot shared path for bicycles and pedestrians on each side of the roadway.

## MULTIMODAL ALTERNATIVES



Note: Each alternative includes six vehicular travel lanes and a shared bicycle/pedestrian path on each side of the roadway.



### Alternative 1 Bus Rapid Transit - Curb

Bus operates in curb, dedicated transit lanes from Huntington to Pohick Road North, and in mixed traffic south of Pohick Road to Woodbridge.



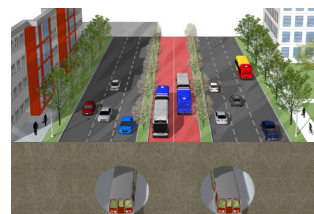
### Alternative 2 Bus Rapid Transit - Median

Bus operates in median in dedicated lanes for the entire length of the corridor and in mixed traffic in Prince William County.



### Alternative 3 Light Rail Transit

Light rail operates in the median dedicated lanes for the entire length of the corridor.



### Alternative 4 Metrorail/BRT Hybrid

In the short term, BRT operates in dedicated lanes and transitions into mixed-traffic in Prince William County. In the long term, Metrorail is added underground from Huntington to Hybla Valley.

## LAND USE IMPLICATIONS

Land use and transportation planning are interconnected. To maximize the quality of public transit service, development patterns must support higher density populations, a mix of uses, and pedestrian access to stations. This study included an analysis of land use potential as one way to evaluate the multimodal alternatives.

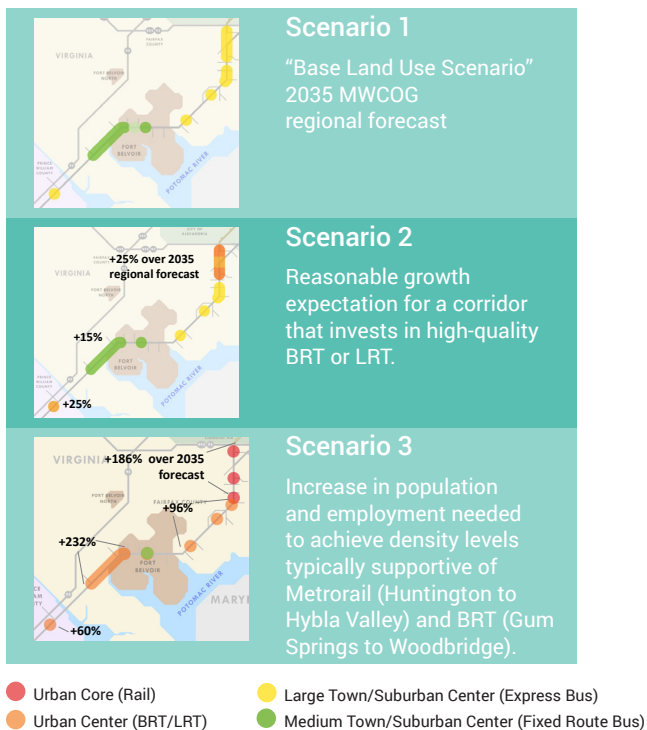
The study identified 13 potential transit stations on the corridor. The half-mile radius around each station was used for the land use analysis because it represents a typical walking distance for transit riders, and therefore a generally appropriate location for transit-oriented development. It is also the area of analysis for Federal Transit Administration (FTA) funding criteria relating to land use and economic development.

The land use analysis was carried out for three growth scenarios, which informed the evaluation of alternatives. Several key principles of transit-oriented development are reflected in illustrative

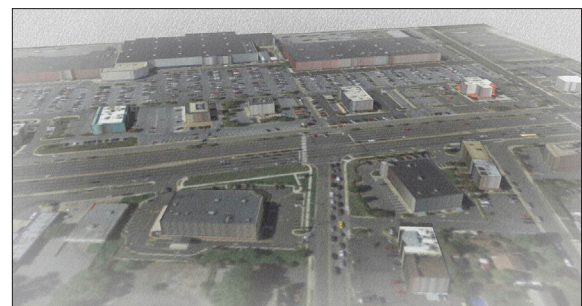
land use and urban design plans for the station areas:

- Compact, higher-density, mixed-use development patterns, including office, retail, and residential to allow residents to live, work, and shop within the Route 1 Corridor.
- Focused growth that “steps down” as a transition from station areas to existing neighborhoods
- Street designs that allow for wide sidewalks, street trees, street furniture, well-defined crosswalks, and on-street parking, all of which promote pedestrian activity
- A street grid within the station area and to adjacent neighborhoods that allows multimodal travel within the study area, but off Route 1
- High quality parks and public spaces

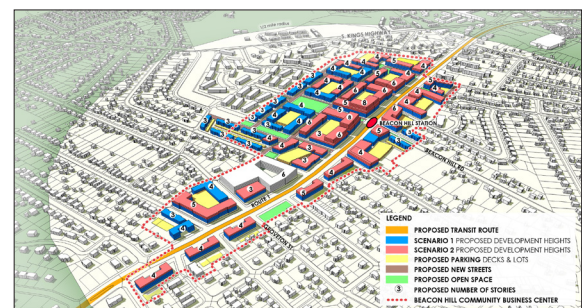
## Population and Employment Growth Scenarios



Source: DRPT Multimodal Design Guidelines (2013)



Proposed Beacon Hill Station Area Today



Beacon Hill Potential Development Pattern

## EVALUATION OF TRANSIT ALTERNATIVES

























The evaluation process assessed how well each transit alternative and cross section addressed the project goals and objectives. It also assessed the feasibility of the alternatives.

The evaluation assessed each alternative's ability to meet the project goals and objectives by using evaluation measures that provided either quantitative or qualitative data on how well each alternative met the goals. Based on feedback from community members and other stakeholders (including Technical Advisory Committee, Executive Steering Committee, and Community Involvement Committee members), certain measures were weighted double or triple to reflect their importance.

The evaluation also included a qualitative

assessment of how well each alternative supported key objectives for successful and timely implementation. Implementation factors, based on stakeholder input, reflect the likely physical/operational and financial feasibility of the project, likelihood of development levels appropriate to the type of transportation investment, and ability to secure funding for recommended improvements.

Alternatives 2 and 4 performed best overall. The full-corridor BRT service, combined with the recommended program of street and pedestrian/bicycle improvements, would provide strong mobility benefits in a cost-effective way. A long-term Metrorail extension at the north end of the corridor would provide additional mobility and support economic development.

Goals	Evaluation Measures	Alt. 1: BRT-Curb	Alt. 2: BRT-Median	Alt. 3: LRT	Alt. 4: Metrorail-BRT (Hybrid)
<b>Goal 1: Local and regional mobility</b>	<ul style="list-style-type: none"> <li>Project ridership*</li> <li>Number of transit dependent riders*</li> <li>Transit travel time savings*</li> <li>Provides connection to existing transit network*</li> <li>New transit riders</li> <li>Person throughput</li> <li>Number of riders who walked to access transit</li> <li>Provides improved bicycle and pedestrian facilities</li> </ul>	 0.7	 0.8	 0.8	 1.00
<b>Goal 2: Safety and accessibility</b>	<ul style="list-style-type: none"> <li>Auto Network Delay*</li> <li>Pedestrian access to stops*</li> <li>Pedestrian crossing time*</li> <li>Auto travel time</li> <li>Impacts due to turns</li> <li>Preserves flexibility for bike lane</li> </ul>	 0.7	 0.8	 0.8	 0.8
<b>Goal 3A: Economic Development</b>	<ul style="list-style-type: none"> <li>Potential to begin transit within 10 years**</li> <li>Tendency to encourage additional development*</li> <li>Jobs within 60 minutes*</li> <li>Per passenger O&amp;M cost savings with growth</li> <li>Tendency to accelerate development</li> </ul>	 0.6	 0.6	 0.6	 0.7
<b>Goal 3B: Cost Effectiveness</b>	<ul style="list-style-type: none"> <li>Cost per rider**</li> <li>Estimated Capital Cost*</li> <li>Estimated Annual O&amp;M cost*</li> </ul>	 1.0	 0.9	 0.7	 0.5
<b>Goal 4: Community health and resources</b>	<ul style="list-style-type: none"> <li>Change in VMT*</li> <li>Total Right of Way*</li> <li>Trips diverted from I-95</li> <li>Temporary construction impacts</li> <li>Environmental benefits</li> </ul>	 0.7	 0.7	 0.7	 0.8
<b>Ability to Meet Project Goals - Average Score</b>		 0.7	 0.8	 0.7	 0.8

\* measure weight doubled. \*\* measure weight tripled.

Key Indicators	Alt. 1: BRT-Curb	Alt. 2: BRT-Median	Alt. 3: LRT	Alt. 4: Metrorail-BRT (Hybrid)
<b>Average Weekday Ridership (2035 )</b>	15,200	16,600	18,400	26,500* (BRT 10,600; Metrorail 22,900)
<b>Conceptual Capital Cost</b>	\$832 M	\$1.01 B	\$1.56 M	\$2.46 B (BRT \$1 B, Metrorail \$1.46B)
<b>Annual O&amp;M Cost**</b>	\$18 M	\$17 M	\$24 M	\$31 M (BRT \$8M, Metrorail \$17M)
<b>Cost Effectiveness***</b>	\$19	\$20	\$27	\$28 (BRT \$29; Metrorail \$28)

\* Corridor ridership, excluding transfers between Metrorail and BRT Portions

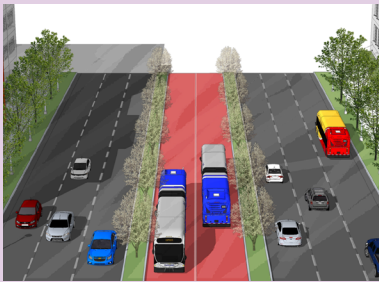
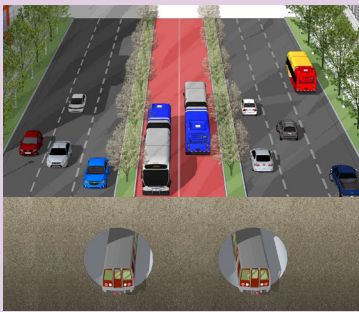
\*\* Each Alternative includes \$5 M annual cost for Ft. Belvoir shuttle service

\*\*\* Annualized capital + operating cost per rider

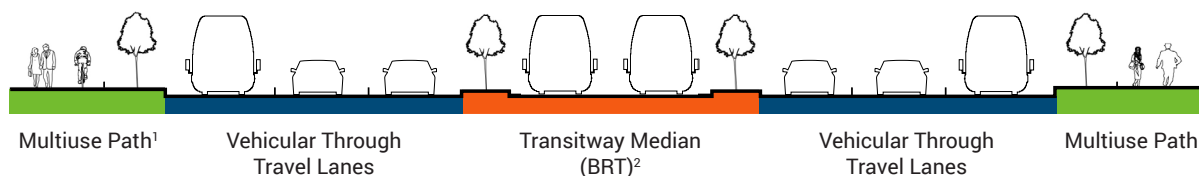
## RECOMMENDED MULTIMODAL ALTERNATIVE

The recommended transit alternative is a phased implementation of **Alternative 4 (Hybrid BRT-Metrorail)**, contingent upon increased future land use density:

- **Near-term: Median-running Bus Rapid Transit** would provide a cost effective transportation solution to support economic development plans.
- **Long-term: A Metrorail extension to Hybla Valley** (in addition to the BRT system) has potential to provide a higher level of local and regional mobility and support long-term corridor development.

Recommendations	Near-Term Vision	Long-Term Vision
<p><b>Transit</b> – Median-running Bus Rapid Transit System in the near-term, with a Metrorail extension to Hybla Valley in the long-term. BRT would be configured in dedicated median transitway through Fairfax County and in curb-running general purpose lanes in Prince William County.</p>		
<p><b>Pedestrian/Bicycle</b> – 10-foot shared use path on both sides of street (may transition to on-street bicycle lanes in higher density areas).</p>		
<p><b>Vehicular</b> – Route 1 to include consistent 3 lanes in either direction.</p>		

### Recommended Cross-Section



#### Notes:

<sup>1</sup>The multiuse path may transition to on-street bicycle lanes in higher density areas.

<sup>2</sup>Curb-running BRT within the Prince William County portion.

## POTENTIAL TIMELINE AND ESTIMATED COSTS

The recommendation calls for a four-phase approach to implementation. The BRT system, roadway widening, and pedestrian/bicycle facilities will be implemented during the first three phases (through 2032), with the Metrorail extension in the 2040 timeframe.

The recommended projects would require funding from a range of sources, including local, regional,

state, and federal funds. These transit project elements are potentially competitive for federal funding through the FTA Capital Investment Program, which historically funded transit projects at 50 percent of project capital costs. Local, regional, and state contributions would also be necessary. The funding mix for roadway/vehicular improvements may include state, federal formula, regional and local funds.

### Phasing Timeline



#### BRT Phase I (2026)

Huntington to Hybla Valley

\$306M, 3.1 miles

#### BRT Phase II (2028)

Hybla Valley to Fort Belvoir

\$224M, 7.3 miles

#### BRT Phase III (2032)

Fort Belvoir to Woodbridge

\$472M, 4.6 miles

#### Metrorail Phase IV (2040)

Metrorail Yellow Line Extension to Hybla Valley

\$1.46B, 3.1 miles

**Note:** The recommendation calls for implementation of the vehicular, bicycle, and pedestrian improvements at the same time, if not before, the phased transit improvements.



Woodlawn Vision (Artist's Rendering)

## RECOMMENDATIONS FOR SUCCESSFUL IMPLEMENTATION

Study findings include several supporting recommendations that would be necessary for successful implementation. One key finding is that a Metrorail Yellow Line extension to Woodbridge along Route 1 (a 15-mile extension) would not be feasible. In keeping with the Prince William County Comprehensive Plan, a potential Metrorail Blue Line extension could be considered in a subsequent study.

Successful implementation for all phases will require sustained and coordinated effort in three key areas: land use and economic development, transportation investment, and financial planning.

### LAND USE AND ECONOMIC DEVELOPMENT ACTIONS

Every transportation action affects land use, and all land use actions have transportation implications.

An integrated vision for the Route 1 corridor will guide actions to maximize economic development potential by creating a range of housing and commercial opportunities within the corridor. These recommendations build on the principles laid out in the Fairfax County and Prince William County Comprehensive Plans.

**Market Absorption Study** – Identify future land use and development scenarios that are desirable from a TOD and Smart Growth standpoint and feasible from a development standpoint.

**Comprehensive Plan Updates** – Revisit Plan documents in light of the Locally Preferred Alternative for transit and transportation. Develop policies to implement the Plan in the Route 1 corridor. Key elements include:

- Station locations and specific station area plans
- Infrastructure requirements (schools, public safety, parks, and other critical public investments)
- Urban design regulations and parking policies
- Future Local Street Network

**Economic Development Activity** – Implement incentives and guidance to encourage denser, mixed-use development around proposed transit stations. The Inova Mount Vernon Hospital and the expansions at Fort Belvoir provide an initial economic attraction in the corridor. Additional focused investment would define centers of economic and community activity.

**Affordable Housing** – Preserve and increase affordable housing. In a growing region, the corridor will continue to attract a new generation of residents and businesses. With the complementary goals of equity and economic development, both jurisdictions should ensure that affordable housing is included as part of market-rate development.



Beacon Hill Vision (Artist's Rendering)

## TRANSPORTATION ACTIONS

Travel along and within the current Route 1 corridor relies heavily on the Route 1 right-of-way. These recommendations outline changes along Route 1 that will safely and efficiently accommodate all modes of transportation.

**Transit Investment** – Advance the next stage of transit project development, and continue to coordinate actively across agencies. Phased construction/reconstruction of Route 1 will include a systematic effort to preserve right-of-way and remove utility conflicts for median-running BRT.

**Bicycle and Pedestrian Improvements** – Continue near-term County programs to improve sidewalks and bicycle facilities, prioritizing immediate small-scale connections to improve safety and access. Phase construction of continuous sidewalks and multiuse paths along Route 1 in step with transit and roadway projects.

**Supporting Street Grid** – Expand the local street network to provide better connections to local destinations. Route 1 traffic congestion is the combination of local and through travel. A more connected system of walkable streets provides alternatives for local trips and supports access to transit stations.

**Right-of-Way Preservation** – Establish the future right-of-way limits for the proposed Route 1 multimodal needs. As land values continue to rise in this area, protective buying will secure the corridor for future investment and create a specific framework for private development and redevelopment activity.

**Roadway Widening** – Advance roadway widening projects to achieve the vision for a consistent six-lane vehicular cross-section, providing three travel lanes in each direction. Coordinate with transit, bicycle, and pedestrian facility improvements.

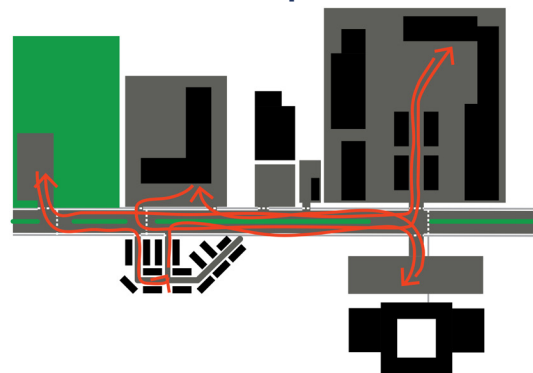
## PROJECT FUNDING ACTIONS

An initial funding analysis shows that implementation of the recommended transportation projects will require funding from a range of sources.

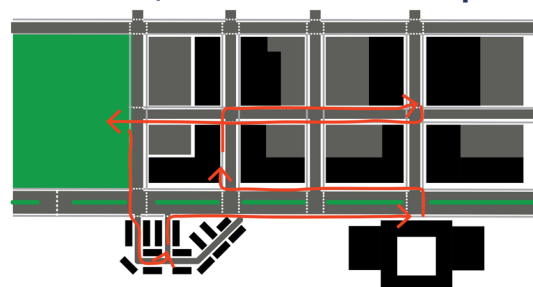
For typical County-sponsored transportation improvements, funds from local, regional, state, and federal sources are combined, incorporated into the County Capital Improvement Programs, and applied to the projects. The Route 1 corridor improvements are also expected to rely on regional funding through the Northern Virginia Transportation Authority (NVTa), state funding through DRPT and VDOT, and federal funding through the FTA Capital Investment (New Starts/Small Starts) program, the National Highway Performance Program, and other Federal sources.

Next steps are to identify funding for the environmental documentation and conceptual engineering phase of the project, and during that phase, to continue refining the assumed sources and amounts of capital and operating funding.

### Conventional Development



### Grid Pattern, Mixed-Use Development



## NEXT STEPS

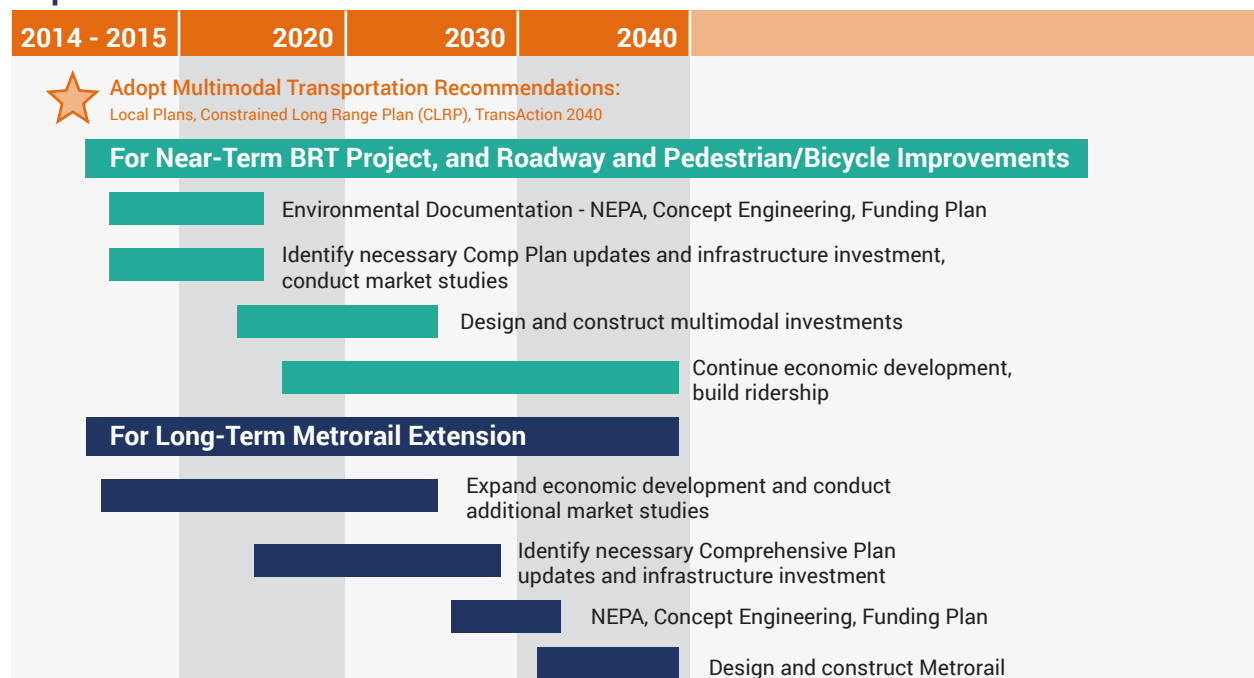
The timeline below illustrates a framework of implementation steps for the near-term BRT project, the long-term Metrorail extension, and the roadway and bicycle/pedestrian improvements. The immediate next phases of project development are accompanied by the recommended market absorption study and Comprehensive Plan updates.

The recommendations of this study recognize that many related corridor improvements are already underway. Roadway widening, a robust program of pedestrian and bicycle improvements, intersection upgrades, and transit service refinements are examples of the ongoing improvements being carried out by County and State agencies.

The next steps towards project implementation include:

- Forward study recommendations to local governments for endorsement and implementation
- Begin to incorporate recommendations in local, regional, and state plans
- Coordinate environmental documentation “Class of Action” with responsible federal agencies: FTA and FHWA
- Initiate environmental documentation for Phases I and II (Huntington to Fort Belvoir)
- Conduct corridor-wide market absorption study
- Initiate Comprehensive Plan updates
- Conduct a right-of-way survey to define potential impacts and create structure for public corridor preservation and private parcel consolidation

## Implementation Timeline



## 36th District Resident Comments on NVTa FY2017 Draft Plan

	Name	Street	Zip Code	Why do you believe the NVTa should allocate part of its \$267 million of annual funding to widen Route 1 in Fairfax and Prince William Counties?
1	Thomas Bowman	5020 12th St. S	22204	The big businesses required to fund metro expansion through a special tax, similar to the silver line, won't move to Rt. 1 unless the NVTa improves the transit corridor. Without a stable business community in place, we will never improve this part of the county.
2	John W. Cross	7508 Milway Drive	22306-2525	<p>Congestion is only part of the issue with Route 1 in the proposed segment. In my opinion priority action on widening this segment is required because of safety issues.</p> <p>1) Route 1 has varying numbers of lanes in different areas, sometimes changing in each block. Because of the differing number of lanes, drivers do not routinely use the 3rd lane for through traffic where Route 1 has already been widened. As a result, money that has already been spent on widening is wasted until the entire length has 3 lanes. More importantly, vehicles who are in the 3rd lane must merge with traffic when that lane ends, creating danger of collisions and side-swipes.</p> <p>2) Route 1 has no uniformity in providing for left turns. In some places there are central turn lanes for both directions, in some places there are dedicated left turn lanes at intersections, and in some places there is no provision for turns at all. The last situation causes drivers needing to make a left turn to stop in traffic to wait for an opportunity to turn. The stopped vehicle causes drivers behind to seek to merge into the next lane, creating danger of collisions and side-swipes. NVTa needs to consider that there are many businesses along sections of Route 1 where there is no provision for turns, so this is not an uncommon occurrence.</p> <p>I hope NVTa will recognize the hazards that present on Route 1 because of the failure to widening this heavily-traveled thoroughfare in Fairfax and Prince William Counties.</p>
3	Ryan Colvert	8512 Monticello Avenue	22308	This major thoroughfare has only grown in congestion as earlier Base Realignment and Closure Rounds provided an influx of personnel to Ft. Belvoir and the surrounding area. Additionally desperately revitalization efforts for Route 1 have included improved housing options and retail options. The only thing that has not been improved in the past half-century is the road. While I have no doubt that other areas suffer similar congestion, I would comfortably bet that they have been neglected for improvement on any scale similar to Route 1.
4	Nancy Glynn	4510 Squiredale Sq	22309	To ease traffic flow during all times of day and repair the existing road.
5	William Brinley	2495 Dawn Drive	22306	<p>I suggest you keep asking the same question I have asked over and over. When they look at the congestion relief score to they take into account the silver line extension. Every time I have asked, they have said no.</p> <p>I find it unfathomable that the NVTa continues to ignore the biggest public transportation project in the entire area (the silver line extension) when they look to allocate additional funding. Any work that is going to be done in an area that already had the best congestion relief project there is fully funded and on the books to be constructed should NOT be even looked at until the other areas have had their projects completed.</p> <p>The route 1 corridor has been shortchanged for years and even the current Embark study has already pushed the BRT half measure out until well past the date the multimodal study had the Yellow line extension going in.</p> <p>The projects simply must come out of the Tysons corner/Reston/rt 66 corridor that has already had significant dollars already spent over the last 10-15 years and need to be put where they are truly needed. Ft Belvoir is going to be the biggest single employer in Fairfax county in the next 10 years and that detail is continually disregarded in the plans/projects. The western corridor has had more than enough infrastructure investment and is reaping the rewards. It's time to spread the wealth and make sure the whole county grows.</p>
6	Dr. Brian Bodnar	6969 Richmond Highway'	22306	Please look at the need and money allocated over the past 2 decades to other parts of the county. It's our turn and as a business owner on the highway we can't wait 10 years. We need to start today

7	John Tolleris	5901 Mt Eagle Dr	22303	The NVTa should stop discriminating against South East Fairfax County which has tremendous transportation needs that no one has worked on for a half century in favor of wealthier portions of the county whose problems arose much later.
8	Virginia Wells	8522 Highland Lane	22309	Each year there are more cars, bicycles and pedestrians. We need better and more frequent public transportation. Widening must include all of the above to ensure progress.
9	Pam O'Meara	9006 Volunteer Drive	22309	The widening is needed now. As it is now, traffic going South is constantly backed up, starting as early as 3:30-4:00 pm, all the way from Fort Belvoir
10	John Pickett	2308 Apple Hill Road	22308	No. We need to take a much longer view and stop expanding highways mindlessly. Spend this money on transit and lots of it. We need to spend our tax dollars on making Hybla Valley a place that pedestrians and bicyclists can access without taking their lives into their hands.
11	Frank Cohn	8809 Gateshead Road	22309	The congestion is now, the remedy is already late!
12	Patti Rivera	6941 Westhampton Dr.	22307	Currently I do all I can to avoid the area due to the backups and congestion. I own a boat which is kept in Wdbg and getting there is a struggle every summer. I do a reverse commute but that stretch seems like anything but a reverse.
13	Anita P. Coleman	2541 Windbreak Dr.	22306	Route 1 is a massive parking lot Monday-Sunday, you have to leave home 1 hour early to make appointments. The crosswalks have helped some for people crossing the four lanes for bus stops, however it is still dangerous for people who move slow.
14	Ann Porter	8110 Orville Street	22309	Because it should not take 45 minutes to go 6 miles when traveling on Route 1.
15	Marsha Staiger	3221 memorial street	22306	It would relieve the congestion and allow access for county vehicles and buses to move smoothly through the day giving the usually lower income riders the benefit of a more convenient and timely means of transportation which could encourage everyone to take mass transit. Our world depends on immediate action to support
16	Frank Cihak	9010 Nomini Lane	22309	Yes
17	Nancy Cihak	9010 Nomini Lane	22309	yes
18	William Levey	4319 Rolling Stone Way	22306	Help keep traffic moving instead of having to go from three lanes down to two, allows better transit service.
19	Nancy Campbell	2511 Fairview Drive	22306	You can't keep ignoring the problems. Many intersections along the corridor have been given failing scores by VDOT for years. More residential units have been added along the corridor but few or no traffic improvements have been made to support the additional number of cars and trips. The congestion results in sitting through multiple cycles of traffic lights at many intersections along the corridor during rush hours. And, the span for the rush hour period has increased - starting earlier in the day and running later. The requirement that projects that can be completed more quickly are given higher scores should be re-considered. Projects that can "build on" prior improvements in surrounding infrastructure will likely always be able to be completed more quickly and therefore receive higher scores. The result is that areas of the county where little or no funding for improvements has been invested historically will always lose out because the time to complete will be longer.
20	Annabel J Baer	Memorial	22306	Traffic congestion on route 1 is horrendous. Our part of town has been ignored long enough. We need relief--now, not later! If we want to maintain any kind of quality of life here, we must make transportation projects a priority.
21	Mahendra Chudasama	7212 Richmond Hwy. Alex	22306	These newly funded projects will reduce congestion and improve mobility for those who live, work, do business or travel on or nearby route 1 Richmond Hwy, while facilitating economic development and providing broader transportation options such as bus and rail transit.  Thank You.
22	Deborah and Michael Chusn	2303 Popkins Lane	22306	The West side of the County always receives more funding and always takes priority over the South side. We need Metro needs to be extended South from the Huntington Metro and we need rapid bus transit: we are tired of always being excluded. We pay taxes too.
23	Brandon Fetterolf	2508 Fairview drive	22306	Route 1 is neglected and needs to be redone.
24	Frederick B. (Bart) Hewitt	9123 Cherrytree Drive	22309-2934	Route 1 is a heavily-used highway. Because it has been neglected, it can no longer handle the load, particularly in the morning and evening hours. I VERY STRONGLY favor the addition of a bus lane, or BETTER, a light rail along the Route 1 corridor. This MUST be done to give commuters a safe and fast route. And for those of us who are retired, we will be able to use the road without having to avoid ever going out during the morning and evening rush. My vote in this year's elections will be largely influenced by which candidates support the upgrading of the Route 1 corridor.
25	Jasen Farmer	8301 Bound Brook Ln	22309	Integrated travel corridor to connect Alexandria, DC, Fairfax, Fort Belvoir and Prince Williams jurisdictions. Solid foundation for multimodal including biking, rapid bus and future metro expansion

26	David McNally	8010 West Boulevard Drive	22308	As originally a DC resident (and St. Albans School graduate '62) and urban planning student (Princeton '68), I strongly believe that Route 1 needs to be widened (even those many neighbors believe that 'those people' should not be encourage to live in 'our' neighborhood.
27	Andrew Orton	6615 Beddoo Street	22306	This particular region of the "South County" is not only home to many working-class families, it is a vital corridor for others in the region to commute to work everyday and to shop for their families on the weekends. South County has received much less attention, resources, and development than other wealthier portions of Fairfax County. Many of us rely on public transportation, and it's time to stop the neglect and modernize our transportation options. Widening Route 1 south of the Beltway 1 is a great first step. It would improve bus service and ease traffic. This could literally "pave" the way for a badly-needed extension of the Yellow line to Hybla Valley. Please don't forget us. We are the backbone of this community and we deserve County-backed investment in our future. Thank you.
28	Josh Drumwright	7609 Range Road	22306	Because it will support congestion relief directly and indirectly through the long term renewal of the corridor resulting in reduced trips due to greater use of transit.
29	Evelyn Smith	Village Drive	22191	Rt. 1 provides access to multiple jurisdictions and should accommodate traffic with anticipation of increased commercial and residential growth. Assessments should be made and implemented in the "now" not for another millennium.
30	E. H. Harper	Credos Court	22309	1. Congestion would worsen in Fairfax if Prince William only is widened. 2. Public safety would be threatened as emergency vehicles get stuck in traffic 3. Residents would be further deadlocked with no alternatives. 4. Pollution could worsen, affecting the health of residents.
31	Greg roberts	Queens rd	22306	In the 6 years we have lived in groveton, we have seen traffic increase exponentially as more businesses and jobs come to route 1. Waiting 7 years to fix today's problem doesn't seem to make sense.
32	Josh Drumwright	7609 Range Road	22306	The Route 1 widening scores considerably higher than other projects on the HB599 (2040) scale. I encourage you to fully fund this project as it has broad local community support inclusive of over 400+ public comments in 2015 and continued local support.
33	Joanne Alvey	18306 Possum Point Road	22026	The congestion creates a climate that contributes to poor air quality, excess gas consumption, and time away from family. Base realignment has begun and another 30,000 people in culmination with a foiled development of infrastructure will hugely compound the problems.
34	M Bashore	2302 Wilkinson Pl	22306	High volume of traffic to/from Fort Belvoir, lack of other options, unsafe conditions, major artery to access beltway and Wilson Bridge
35	Anne K.	Hackamore Lane	22308	I am a physician who lives near the route 1 corridor. Over the years the congestion has become so bad that there is no "good time" of day to travel. I have an office in Woodbridge as well as Sherwood Hall Lane and our patients are frequently late or can't make their appointments due to traffic they have to deal with on Route 1. I experience the burden of the traffic load myself to and from my office. It's not good for business - people who work along route 1 deal with decreased productivity due to wasted time in traffic and the businesses suffer because customers don't want to deal with the hassle of navigating the traffic
36	Robin Roberts	7401 Rebecca drive	22307	Widening of Route 1 could not happen fast enough. The current mess of lights, mixture of useless access roads/no access roads, lack of safe pedestrian cross walks, lack of consistent pedestrian sidewalks, no safe bikeways, unsightly utility lines, less than efficient (and non dedicated) bus lanes, etc. all make for dismal Route 1 experience. Having to utilize Route 1 is a necessary evil, an everyday awful experience. Route 1 is a public eyesore, crowded beyond belief (worse on weekends), 'unsafe at any speed', pedestrian / bicycle unsafe/deadly, not conducive to use of public transportation, etc. Please breakdown the overall project to smaller budgetary portions / goals to help keep the northern Virginia funding stream continuous and substantive.
37	Howard Lando	1900 Windmill Ln.	22307	There are now many more cars and trucks using Rt 1 with increased congestion. As a businessman (physician) with an office near Mt. Vernon Hosp, I continue to hear of patients being delayed ion coming in as well as staff because of the congestion.
38	Jean Kernus	1902 Mallinson Way	22308	We deserve the dollars and attention afforded to other areas of our county! Our Route 1 area is always the "stepchild" in Fairfax County planning and budgeting, overlooking our wonderful assets of natural beauty and a multi-cultural population. Fairfax County should look for ways to help us uplift this area! Not put us to the back of the line again.
39	Cathy Hosek	1906 Rampart Drive	22308	Tyson's is getting all the transportation dollars in our area. The Route 1 Corridor has a wonderful plan EMBARK which will help revitalize the area, but it can not be implemented until the transportation issue is addressed. BRAC and the additional influx of traffic into Fort Belvoir has only exacerbated this problem. The Route 1 corridor is on the precipice of positive transformation. It can not begin until the widening of Route 1 is funded.

40	Mary Paden	6816 Duke Drive	22307	Route 1 really needs attention. We have waited a long time for improvements. The latest plans have been viewed and accepted by the community and it is time to move forward into the 21st century.
41	Thomas E. Utegaard	Belle Haven Meadows Co	22306	Route 1 traffic density has increased substantially since the Woodrow Wilson Bridge project has been completed, the growth at Ft. Belvoir due to BRAC, and residential density increase associated with apartments rather than homes. Traffic is a bitch and our quality of life has suffered as a result.
42	Irene Elizabeth Lansburgh	8213 Clifton Farm Court	22306	The traffic on this section of Route 1 has become a nightmare. As more homes are added to the corridor, so are more cars. Additionally the addition of large numbers of workers at Ft. Belvoir has added significantly to the traffic situation. Combined with these issues is the lack of metro rail as an alternative to road travel. Route 1 is a major, if not the major, commuter route for eastern Fairfax and Prince William counties, but the additional growth of housing in this region has made driving at any time hazardous and stressful. On weekends I do not even attempt to use Route 1 since I spend so much time sitting in traffic. For many trying to go north to Old Town Alexandria or DC, the GW Parkway is becoming an alternative, and that national treasure was never intended to take that kind of beating with cars moving 15 to 20 miles above the speed limit. Widening Route 1 immediately is imperative.
43	Jim poole	819 Eden ct	22308	Because our elected and appointed state and federal officials neglected to consider the impact on South County residents when they moved so many federal employees into our area with no consideration for public transportation
44	Jim poole	819 Eden ct	22308	Because north south through traffic especially employees at Fort Belvar are now using the George Washington Memorial Parkway as their new Speedway to get to and from the Wilson bridge through traffic having moved from route one corridor to the George Washington speedway is adversely affect in the safety of Mount Vernon residence
45	Ray Baumann	8312 Crown Court Rd	22308	Rt 1 Near Ft Belvoir is in dire need and with the base expanding it is critical we get this going sooner then later.
46	Caitlin Kelly	Shiver Dr	22307	Route 1 is a major artery in our area and is constantly congested. My family avoids it as much as possible, using alternate routes, but if it weren't always so congested, we could actually get places faster and with less stress by using Route 1.
47	Robert Trotter	2610 Windbreak Dr	22306	<p>All of the southbound congestion on Route 1 north of Buckman Rd is directly caused by the loss of one traffic lane at the Buckman, Route 1 intersection. We now have the newly opened Jeff Todd, that links Route 1 to Telegraph Rd near the new Wegmans, but it is very difficult to access Jeff Todd because of the bottleneck effect southbound immediately after Napper Rd. The improvements and widening on Route 1 near Ft. Belvoir also doesn't help with the congestion from The Woodrow Wilson Bridge to Buckman Rd. unless we improve the two mile stretch from Napper Rd. to Ft. Belvoir.</p> <p>Side note: I've noticed how dangerous it is on northbound on Route 1 from Arlington Dr. to Lockheed Blvd. I have driven numerous accidents on this stretch of Hwy do to southbound traffic turning left across northbound traffic and colliding with on coming traffic. I think a smart, inexpensive fix would be to force the southbound traffic to turn left at the light at the Lockheed Blvd intersection!!!</p> <p>I have a rising 11th grader that will be driving to West Potomac next year &amp; would like to see his 1.1 mile drive to school be as safe as possible!</p> <p>Thank you for hearing my opinion!</p> <p>Regards, Robert L. Trotter II</p>
48	Route One has been and will continue to be the step children of FXCO			Because there has been congestion for 50 years and nothing is done.
49	Shaunta Hill	8118 Oaklake Court	22309	NVTA has supported every local besides Route 1 in Fairfax and Prince William. This area is long over due for support and improvements. Congestion is significant on route 1 given the fluctuating lane count from Huntington to Woodbridge. Please continue to fund this important effort!!!
50	Martha E. Fowler	2719 East Side Drive	22306	This corridor closest to the Potomac River and direct to Washington, DC is critical to the Alexandria Region and the important access to and from Washington, DC.
51	James G. Reese Jr.	7547 Great Swan CT	22306	Congestion is a constant problem on Route 1 between Woodlawn and Hybla Valley. This congestion has a direct effect on the lives and the businesses for everyone who lives, shops, and travels in this area. I live in Hybla Valley and I travel on Route 1 multiple time a day, every day of the week. There is rarely a non-congested time on this section of Route 1. Over the last few years, there has been a great deal of construction and expansion in this area without increasing the capacity of Route 1. I believe if Route 1 between Woodlawn and Hybla Valley is not widened in the next few years, it is going to have an increasingly burdensome effect on the lives, the businesses, and the economy of this section of Fairfax County.

52	John Bukoski	3617 Old Vernon Court	22309	Traffic on Route 1 has greatly increased since the last BRAC in both directions. Widening is needed in the short term and in the mid to long term greatly <u>upgraded public transportation</u>
53	Cynthia Wilson	8404 Richmond Ave, Alex	22309	Congestion is already bad and with the planned expansion at Fort Belvoir will only become worse. I live just off Route One at Mohawk Lane, across from the south County office Bldg. Anytime I want to get on Route One, there is a substantial wait at the traffic light but at least there is a light. However, if I am trying to go to or from any of the businesses along this stretch of Route One, such as the Car Wash, pulling out on Route One is hazardous even in non-rush hour, and near impossible during rush hour. If I am coming on the GW Parkway from Old Town, and turn on Morningside then continue on Sherwood Hall, the traffic on Sherwood Hall builds up before the library and it often takes 3 or 4 lights changes before I can get to Route one. This is annoying but manageable now but will be intolerable once the planned expansion at Belvoir occurs.
54	William Zaccagnino	8612 Waterford Road	22308	Congestion on Route 1 will only get worse every year. The increase will be exponential, especially with the growth at Ft. Belvoir. Waiting for construction until 2023 will further <u>cripple mobility in the area.</u>
55	Jerry Jennings	Baltimore Road	22308	At present I have to avoid using Route 1 because the traffic is so heavy and slow and often backs up making it difficult for me to get to where I need to be in a reasonable time at reasonable effort.
56	Akera	Hallie Rose	22309	Route 1 should have been widened YEARS ago. anyone that travels on the road between Hybla Valley and Fort Belvoir will tell you that there is a pressing need for an expansion.
57	Phil Boughton	2008 Windmill Ln	22307	After 3:00pm it takes at least 45 minutes longer to get from the beltway to Ft Belvoir almost every day.
58	Claire Prechtel-Kluskens	2602 Ryegate Lane	22308	Congestion on Route 1 means that people like me don't bother to go out (to stores, restaurants, events, etc.) during certain hours of the day because you can't get there in a reasonable amount of time. <u>TOO MUCH TRAFFIC.</u>
59	John Carlson	1616 Courtland Rd	22306	to prevent traffic congestion between Hybla Valley and Ft Belvoir
60	John Carlson	1616 Courtland Rd	22306	Route 1 is in process of being widened up to Mt Vernon Mem Highway (Ft Belvoir) and project will complete shortly. When complete three lanes of traffic from south will merge into two lanes and overwhelm the capacity of the current two lanes. The same is true on the north end at Napper Road (Hybla Valley). The widening of the remaining section needs to be completed sooner in order <u>relieve the congestion.</u>
61	John Smaha	8615 Highgate Road	22308	it would improve access and the flow of commerce in Northern Virginia. <u>Route 1 has is a major route from north to south for working people, who are residents, &amp; tourists alike. There are probably more than five to ten times the number of residential homes &amp; businesses along this corridor now, as there were when I was growing up here. It doesn't matter what time of day, it is almost always congested. Walk-overs would be a great addition for those who live near the shopping centers but don't want to get killed crossing this extremely dangerous &amp; busy hwy.</u>
62	Barbara Burke	7106 Marlan Dr.	22307	The widening is important & will continue to be, long after I am gone. But in addition, Alexandria is a very historical city. It should set and be example with reg. To maintaining & incorporating its historical past, & its esthetics. It should lead in its progress for innovative transportation, environment, services, safety & access for its residents & visitors alike. I actually remember when Alexandria was a very sleepy little town just outside of Washington DC. I can remember my mother's parents saying why do you want to live way out there in the sticks? Well the only thing that is constant is change. With our diverse world, change is inevitable. We need to accept, live & work to make the best decisions for the for our ever growing & diverse area, we all call home, here <u>in Alexandria</u>
63	Lisa Dolan	Blakiston Lane	22308	Congestion here is horrid, and can get gridlocked. There are 2 hospitals in this area, Mt Vernon & Fort Belvoir. Someone could die in traffic before getting to a hospital due this atrocious congestion.
64				<u>YES!!!!!!!!!!!!!!!!!!!!!!</u>
65	Jennifer Smaha	8615 Highgate Road	22308	It would reduce congestion, encourage business, and increase property values <u>and property taxes in the area.</u>
66	Celia Boertlein	Thomas J. Stockton Pkwy	22308	This is an incredibly busy corridor for access to businesses and residence. Access to Fort Belvoir is overflowing to Mt Vernon Parkway which is becoming increasingly congested. There is no time that route 1 is not backed up around Hybla Valley to Woodlawn. And it is really difficult or impossible to turn left out of the many businesses that it serves.
67	Rob Maher	8303 Brewster Dr	22308	It is critical to the safety and economic viability of the area that route 1 in Fairfax County get the long overdue attention it deserves.
68	Rosemary Speers	3112 Cunningham Dr	22309	To enable future plans for rapid transit along Route 1
69	Mark Gionet	Mount Vernon Highway	22309	yes

70	Connie Lorentzen	3900 Adrienne Drive	22309	<p>Although it will require some additional time to complete the widening of Rt 1 it is a major north south route for many Virginia residents and along with 95 it will in an emergency divide many citizens a route to safety.</p> <p>It was the original North South access and it is woefully inadequate for today's traffic - it should be a priority for the State to maintain an adequate safe route. It is inadequate, on a daily basis and has been now for many years during commuter hours; with daily long back ups going south toward 95 at the end of the workaday.</p> <p>To allow a bureaucratic criteria to result in giving priority to smaller more quick to resolve projects is poor governance and results in a diminished quality of life for all Virginia citizen who need to travel north south due to the lack of timely improvements</p> <p><del>On Route One</del></p>
71	Kim	2411 Cavendish Drive	22308	<p>The traffic on Route 1 has been so bad that I am considering relocating in the next few years. At any given time of the day and even on weekends it is difficult and an unpleasant experience to go to the Mount Vernon Plaza area just to get a cup of coffee. I have tried that in the afternoons on my way to work and even at that time of the day it can make me late. I have heard people comment that they avoid going to the businesses in that area as it is simply more trouble than it is worth. As time passes the problem gets worse and worse! We must do something before it causes the demise of our community and the quality of life here in Northern VA!</p>
72	Bronhed Shaw	Fielding Street	22309	<p>Route 1 (Richmond Highway) in Fairfax County is a major commuter thoroughfare for DC north/south traffic. By not widening the highway to six lanes between Mt. Vernon Memorial Hwy/Jeff Todd Way and Buckman Road it will cause major bottleneck congestion. Currently when there's an incident on 95, all of the traffic bails onto Route One and causes havoc for commuters, local traffic and all of the businesses along the corridor. Neighborhood roads running parallel to Route One are filled with speeding cars trying to avoid the current congestion. Please finish the project that was planned and relieve the pain for everyone.</p>
73	Ken Rivera	Porter Lane	22308	Needed for all the new housing construction on-going along Route 1 North.
74	Beth	Van court	22309	Less pollution. Less congestion. Less road rage
75	William A Murphy	18256 Linton Court	22026	Congestion in the Town of Dumfries is horrendous. Rt 1 has been widened north and south of us. we are a choke point
76	Margot Haycock	17641 Chisholm Lane	22026	Ive lived here since 1999 and the congestion on 1 when 95 is backed up is excruciating - this cannot wait till 2025
77	Chris Maly		22309	The route 1 corridor is a significant connector through south county to the DC area. The congestion and the safety risk can not be reduced without the widening.
78	Larry Zaragoza	Doeg Indian Court	22309	<p>Absolutely. It feels like our traffic problems are ignored relative to the rest of the state. We pay far more in taxes than we get back from the state and our roads do not get the attention that they need. This should be a top priority for NVTA. If we do not get road improvements, the area will not grow and prosper. We need transportation improvements and more of our tax dollars should come back to our area!</p>
79	Chris Revere	3311 Wasunton Way	22309	Yes
80	Scott Gearhart	3010 Sevor Lane	22309	Widening Rt 1 will relieve congestion that impacts the surrounding roads and neighborhoods that suffer because Rt 1 is such a poor option, currently. I typically avoid Rt 1 at all costs even though it is typically the most direct route.
81	May O'Brien	3206 Wessynton Way	22309	<p>The traffic situation on Route 1 is terrible, esp. with Fort Belvoir's major expansion, the new hospital, etc. There is NO easy route to Mt. Vernon, Fort Belvoir, Dale City, Potomac Mills, etc. From Route 1, the turn-off at 235 going South to Mt. Vernon takes FOREVER! The increased traffic going to Wal-Mart and the new COSTCO-Mt. Vernon and expanded malls along Route 1 has strained traffic in both directions. We NEED Rapid Transit DESPERATELY! There is an enormous population of immigrants in the Mount Vernon area, which will probably keep growing, and very often they are one of the major users of public transportation. We need the YELLOW LINE NOW -- not in 10 years! Please provide funding for the Yellow Line ASAP to Potomac Mills, if possible. Route 1 South is a MESS! There are bottlenecks at every left turn. Route 1 and 95 South, are eternally clogged after 3:00 PM. Not only that, the population over 50 will probably double in the next 20 years; start planning NOW. ALSO -- We need AGE-FRIENDLY transportation, so seniors who cannot drive can travel on public transportation more easily, efficiently, and quickly. Seniors who don't drive need a faster way to get to Washington, DC, Reagan-Washington National Airport, to shopping along Route 1, etc. For the first time, Mt. Vernon Parkway is a speedway as an alternative route to Ft. Belvoir. The issue is critical now. Not next year or in 10 years. Please do something. Don't put this off</p>
82	James Patrick Cooper	8803 Four Seasons Court	22309	To relieve congestion on a heavily used local road I use often.

83	Orna Blum	3415 Wessynton Way	22309	Traffic is terribly congested, and we need to accommodate the increased traffic flow to Belvoir. A widening should be done sustainably, though: designation of safe walkways/greenways and off road bike paths to encourage alternative commuting, and an extension of the Yellow Line. We also need an upgraded Rt 1 to draw better business development and get rid of the pawn shops and crack motels. This area stretches into protected parkland, historic routes, and communities with large influx of new immigrants. We need the area to be developed for transit, but also to serve our community, which has changed since Rt 1 was first built.
84	James Clark	3106 Wessynton Way	22309	Route 1 rush hour traffic ends about 9:30 in the morning and resumes at 2:30. It use to be mostly traffic heading south but now it is both north and south. We normally eat out Friday evenings and normally are in bumper to bumper northbound traffic. Weekends are now like weekday rush hour all day. People are in a hurry, frustrated by the traffic, and drive like it too. Yesterday morning a tour bus on 235 passed me on the right at Mt Vernon HS and blew through the active 25mph school zone.
85	Susan Vitorovich	2405 Wittington Blvd	22308	new housing developments have been built over the past 20 years without improving the infrastructure for increased traffic volume.
86	Lee Chapla	Childs Lane	22308	The southern end of Rt. 1 has already been widened and is currently being widened and that will be negated when the traffic comes to the end of the funnel just past Woodlawn -- what's the point of widening only a certain section of Rt. 1? All should be widened now!
87	Bob Crow	2213 Cavendish Drive	22308	Route 1 is a major transportation corridor for all areas south of the beltway and east of I-95. Many individuals and business are served by Route 1. The significant population growth, and a resurgence of businesses along Route 1 has stressed the road beyond it's current capacity, particularly near the intersection with Kingshighway, where the new Wal-Mart has created horrendous backups at all hours of the day. Many large trucks are required to travel this route to the numerous box-stores in this area-the previously mentioned Wal-Mart, as well as Target, Petco, Lowes, Home Depot, Giant, 2 Safeways, Shopper's etc. Drive by anytime just south of Huntington, where the third lane ends, and you'll see my point. The original idea that the third lane was only needed for the first mile south of the Beltway is clearly no longer sufficient. So please, how about shooting some of the considerable tax revenue generated by the growth along the Route 1 corridor back into the community that generates it?
88	Richard Edwards	Brewster Dr.	22308	Because this County keeps dumping more crap on this "poor" section of the county.
89	Emily Paterson	8611 Stockton Pkwy	22308	Due to terrible congestion, I avoid route 1 like the plague. Even though I live closer to the route 1 shopping corridor than to Old Town, I often will go to more expensive stores in Old Town just b/c it takes so long to get in and out of the shopping centers along route 1. I believe the congestion also contributes to corporations not wanting to move into Fairfax County, despite our close proximity to Fort Belvoir and DC. We have a ridiculous amount of empty office space; this is bad for our economy and will lead to lower property values. Route 1 must be widened and traffic must be reduced!
90	Jody Buckneberg Preston	Wittington Blvd	22308	Yes, as soon as possible.
91	Maria Sheridan	2414 Childs Lane	22308	Congestion, traffic, pollution, quality of life
92	Neal O'Hara	Bluedale Street	22308	Because Route 1 is a major road in the County, and it is desperately overwhelmed by the current traffic use. It is very difficult to travel on the road during most hours of the day, especially on weekends, and also very difficult to cross the highway because of the congestion. I avoid Route 1 and all shopping and restaurants along the highway on the weekends because of the awful traffic jams.
93	Diane Prokop	8309 Brewster Drive,Alexa	22308	See above
94	Nancy Soyka		22308	Yes! The Route 1 corridor in Alexandria and south is chronically congested. We need sidewalks, bus service, and yellow line extension.
95	Sherry Thrasher	8402 Porter Lane	22308	The population explosion in this area and the tremendous number of commuter drive-throughs from Prince William County plus the proximity and availability to MD and DC residents who come here to shop and eat, providing revenue, demands the infrastructure to accommodate the traffic. As a 30-year resident who used Route 1 exclusively in the past, I now try to avoid it. It is sluggish even at mid-day.  I have cause to travel remote Virginia state highways often and have yet to find a bad road or a heavily trafficked one. With the local population and the extremely high tax base of this area, we deserve a return on our taxes and as fine an infrastructure as other Virginia citizens.
96	theodore majdosz	15 Jody Ct.	22556	It is needed today not tomorrow.
97	STANLEY VOYIAZIAKIS	8705 BRADGATE ROAD	22308-2312	LIVING HERE SINCE 1997 IT WAS NEEDED THEN!

98	Scott Wilkins	2321 Wittington Blvd	22308	Congestion, new residential and commercial construction in the area will only create more congestion...when was route 1 built? Isn't obvious we need to widen our roads, especially a critical major thoroughfare such as Route 1?
99	William White	9014 Greylock St.	22308	Yes, congestion is horrible on Route 1. It's costing the county and state money by making it hard for business to be conducted in that area. Pedestrians are at risk every day due to the lack of proper pedestrian facilities, meaning SIDEWALKS and CROSSWALKS. Widening the driving lanes should be dedicated to cars and any bike or mass transit facilities should be dedicated, planned for and not used to take away from lanes or interrupting the flow of cars or making it inconvenient for pedestrians on Route 1.
100	Erika Christ	8600 Washington Ave.	22309	Traffic to and from Ft. Belvoir is a nightmare, esp. from the south in the morning and from the north in the late afternoon. As the base continues to expand and more new hotels/businesses open, we need better, safer driving conditions.
101				Congestion on Route 1 has been a steadily worsening problem since I moved to Northern VA in 1987. The volume of traffic has steadily increased and with it the time required to travel. The increased numbers of commuters traveling north & south for work require the widening of Route 1. Widening Route 1 should be a priority.
102	Janet Lewin	8417 Blakiston Lane	22308	I can't speak for PW county, but I avoid RTE 1 like the plague: I know so many short cuts to avoid it. But I have friends living in The Fairfax but avoid visiting because of the deadlock.
103	George Souza	2613 Stirrup Ln	22308	That money is really needed to fund light rail or Metro extension to Fort Belvoir and Prince William County.
104	Gioia chilton	Little hunting creek	22309	Yes
105	Katherine	3004 Wessynton Way	22309	Because Mt Vernon is the armpit of the County. The majority of homeless, needy people have been placed here because McLean has more clout than we do. Fix up the Southern part of the County. You screwed our schools with bussing instead of local neighborhoods. You have all failed Mt Vernon.
106	Sara Boehm	3314 Wessynton Way	22309	Traffic on Route 1 has an impact on our daily lives. I limit shopping locally (in favor of online) to avoid the congestion and my children are unable to participate in afterschool activities that require driving on Route 1 during peak hours because I can't afford the time to sit in traffic.
107	Kevin Facklam	4209 Pickering Place	22309	Route 1 is major artery that needs to meet its current and future capacity.
108	Robin Herron	Wessynton way	22309	This is a problem that had been building for years and has been further aggravated by the expansion of Ft. Belvoir. As a major commuter route for the region, as well as "main street" for the local community, RT. 1 is a thoroughfare as important as I 395. As it stands now, it is a bottleneck that discourages commerce and community for this area. I strongly urge that widening and other public transportation improvements go forth asap.
109	Pat Hainey	2419 Cavendish Drive, Ale	22308	Congestion on Rout 1 in Fairfax & Prince William Counties is almost constant, regardless of the time of the day; it is a nightmare during rush hour. Something needs to be done in the near future, not in 8-10 years, to improve the road situation there, so people do not spend/waste most of their time attempting to go anywhere. The longer it takes for work to be done on Rt. 1 the worse the problem will become, with more people in the area. We need our elected representatives to take a firm stand on behalf of the citizens in the area.
110	Barbara Voyiazakis	Bradgate Rd	22308	Traffic congestion is unacceptable all day and worse during noon and evening rush hours. MY inexperienced drivers add to the problems. New businesses want shoppers but congestion discourages this. Tax revenue decreases! <b>PRESENT CONDITION UNACCEPTABLE!</b>
111	William Giroux	8805 Mansion Farm Place	22309	100% Yes
112	Keary Kincannon	2500 TurbridgeLane	22308	Yes
113	William Chilton	3420 Ayers Drive	22309	The Highway connects fort Belvoir with alexandria, two enormous employment centers. At the same time it is home to many who commute by bus. Traffic is so congested that buses are often standing room only and are often twenty minutes late or more. I Support the proposal that will result in three regular lanes for cars, BRT in the middle and a robust pedestrian infrastructure.
114	Greg Crider	2402 William and Mary D	22308	Funds are needed to continue the progress of design, right-of-way and other preliminary efforts to widen the portion between Jeff Todd Way & Napper Rd SOONER rather than later. It is critical to reduce congestion and promote the revitalization of the Richmond Highway corridor which will result in the economic benefits & revenue an improved highway & transit system will bring to NOVA.
115	Pam O'Meara	9006 Volunteer Drive	22309	The widening is needed now. As it is now, traffic going South is constantly backed up, starting as early as 3:30-4:00 pm, all the way from Fort Belvoir

116	Kae Wells	2600 Ryegate Lane	22308	The extremely heavy traffic on Route 1 must squeeze from three lanes down to two at Napper Road all the way to Woodlawn, causing even worse congestion and backup. Getting to medical facilities and government offices is severely delayed, as is trying to complete routine tasks. The local residents need immediate relief, as do the commuters trying to get to and from work
117	Terri Bright	Renate Drive	22192	Rte 1 in Prince William county is a nightmare. It's in disrepair and needs modernized. The modernization should support safe pedestrian traffic, while accommodating traffic caused by I95 overflow, and prepare it for the future (metro expansion). Population is growing and the congestion is unbearable. I would like to shop on the weekends, but it's too hard to go anywhere after 10am.



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COMMONWEALTH OF VIRGINIA  
**COUNTY OF FAIRFAX**



6121 Franconia Road  
Alexandria, VA 22310

**JEFFREY C. MCKAY**  
LEE DISTRICT SUPERVISOR

June 22, 2016

Chairman Marty E. Nohe  
Northern Virginia Transportation Authority  
3040 Williams Drive, Suite 200  
Fairfax, VA 22030

RE: Public Comments Regarding Draft FY2017 Program

Dear Chairman Nohe:

*Marty*

Although the deadline for public comments for the Northern Virginia Transportation Authority's Draft FY2017 Program has since passed, I would hope you could include this letter as part of the public record.

I'd first like to thank you for working with Chairman Sharon Bulova and myself last year to schedule a hearing at the South County Center to discuss this important work with the residents of Lee and Mount Vernon Districts. As you recall, we had tremendous citizen involvement and support for funding Route One improvements. Following that hearing, we were extremely grateful to learn that NVTa would be making an investment in Route One at that time. You'll be pleased to know that we again held a meeting at the South County Center this year, where we once again had good turnout and received tremendous support. I was glad to play an active role in ensuring that meeting took place again.

You may have received some negative comments about the state of revitalization on the Route One Corridor. I'd like to highlight the great strides the County has made towards revitalizing that area.

Despite years of neglect and inaction by the Commonwealth in investing in serious infrastructure improvements, the County has continued to make countless improvements on its own. The Board of Supervisors completely replanned and attracted high-quality development to the Penn Daw area of the Highway, as well as kicked off a comprehensive plan rewrite for the entire Corridor to coincide with plans to bring a bus rapid transit system in the short-term and a Metrorail extension in the long-term. I've met with dozens of developers interested in coming to South County, as well. As a lifelong resident of Lee District and someone who literally grew up on the Highway, I can tell you firsthand how much better the Fairfax County portion of Route One is today than it was during my childhood.

We've reached a critical junction where NVTa must invest in the Highway, not just to continue our revitalization, but -- more importantly -- to relieve congestion, better connect Prince William County, Fairfax County, and the City of Alexandria, and address a serious national security concern with evacuating Fort Belvoir, Fairfax County's largest employer. Given the magnitude of this undertaking, it is only the Commonwealth of Virginia, who owns Route One, which has the capacity to do this.

As you know, the section of Route One between Mount Vernon Memorial Highway and Napper Road looks largely the same as it did when it was first built. Yet there has been significant growth in traffic, development, and serious safety and environmental issues that must be addressed. While I don't agree with the scoring methodology used for Route One, my sincere hope is that once we complete the design and environmental work that is underway, this project should score significantly higher and be ready for construction dollars. We can agree that NVTa's investment in Route One by widening the Highway is a necessary and important next step in relieving tremendous congestion, making critical pedestrian improvements, and get us closer to implementing the bus and Metrorail projects I mentioned earlier.

This investment **should** be viewed as **both** a Fairfax County request and a regional request. I say that both because Fairfax County is by far the largest contributor of funds to the Commonwealth of Virginia for transportation and is by far the largest county in population in the entire state. Secondly, it's clear that Route One is an important regional asset that connects many jurisdictions.

Focusing available resources on the Corridor has been and will continue to be a top Fairfax County priority. As you know, this is reflected in many of our comprehensive land use and transportation plans each year. It's why we -- Fairfax County -- have invested millions of dollars in and around Route One in recent years (specifically on transportation projects that should have been the Commonwealth's responsibility, including turning lanes, sidewalks, pedestrian crossings, etc.).

The County will continue to focus resources on Route One. It's why we established the only local government funded revitalization organization along the Corridor. It's also why you won't hear us pretending the Highway has been stuck in a time warp, attracting no new businesses and creating no new high-quality developments. The only thing that appears to be stuck in a time warp is the roadway itself. We recognize progress and thank you for working with the Board of Supervisors to ensure this important project comes to fruition as quickly as possible.

I appreciate the opportunity to share with NVTa both the great success that Fairfax County has had investing in the Highway and the tremendous need we have for the Commonwealth to do its part in fixing our antiquated roadway infrastructure. I thank those members of the General Assembly who consistently, boldly and publicly supported raising additional money for transportation through HB 2313. I also thank you and the dedicated members of NVTa for all the work you put into improving our region's transportation network.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff McKay". The signature is fluid and cursive, with the first name "Jeff" and last name "McKay" clearly distinguishable.

Jeffrey C. McKay  
Lee District Supervisor  
Fairfax County Board of Supervisors

cc: Senator Adam Ebbin  
Senator Scott Surovell  
Delegate Paul Krizek  
Delegate Dave Albo  
Delegate Mark Sickles  
Chairman Sharon Bulova  
Supervisor Dan Storck  
Ms. Edythe Kelleher  
Mr. Tom Biesiadny

