

## Camela Speer

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**From:** Rick Entsminger [REDACTED]  
**Sent:** Wednesday, March 18, 2015 10:51 AM  
**To:** TwoYearProgram  
**Subject:** Regional Transportation Recommendations

Dear NVTB Members,

I would like to endorse all the staff recommended transit projects. Almost by definition, the transit projects are regional.

However, the highway projects still remain the top need for the vast majority of the residents of the region. Using both the NVTB Score and the HB599 Rating, my recommended list of projects would include:

2C, 3H, 5B, 8P, 1M, 8Q and 3K. If funds are available several of the other staff recommended highway projects could be added.

**Richard D. Entsminger**  
Regional Partner / Vice President  
**Elm Street Development**  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Camela Speer**

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**From:** Roy Beckner <[REDACTED]>  
**Sent:** Wednesday, March 18, 2015 11:46 AM  
**To:** TwoYearProgram  
**Subject:** Emailing: Proposed%20Projects%20Lists%20with%20corresponding%20Map%20codes%203%2011%2015.pdf  
**Attachments:** Proposed%20Projects%20Lists%20with%20corresponding%20Map%20codes%203%2011%2015.pdf

To the Honorable Members of the Northern Virginia Transportation Authority:

Attached please find a "HIGHLIGHTED" list of **Recommended Projects**, (FY2015-FY2016), for approval and investment of the available \$352 million in Northern Virginia Regional Funds.

- It is imperative and critical to the Authority's mission and future success of Northern Virginia's transportation infrastructure that funded projects be selected from a 'REGIONAL PROSPECTIVE' solely.

Respectfully,

*Roy O. Beckner, Jr.*  
*Director of Business Development*  
*S. W. Rodgers, Co. Inc.*

*[REDACTED]*

*[REDACTED]*

*[REDACTED]*

*[REDACTED]*

*[REDACTED] email*

*[REDACTED] web*

## 27 Proposed Highway Projects for the DRAFT NVT A Two Year Program (FY2015-2016)

*Projects Highlighted Yellow are RECOMMENDED*

Project	Agency	Project Description	FY2015-16 Request	Project Cost	Potential Future Request	NVT A Score	HB599 Rating
2C	Loudoun	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd.	\$31,000,000	\$ 51,000,000	\$20,000,000	64.0	30.6
3H	Manassas	Route 28 (Manassas Bypass) Study - Godwin Drive Extension	\$ 2,500,000	\$ 2,500,000	TBD	55.3	29.3
5B	Fairfax	Fairfax County Parkway Improvements (Study)	\$10,000,000	\$396,100,000	\$80,000,000	54.3	88.5
9F	Arlington	Glebe Road Corridor Intelligent Transportation System (ITS) Improvements	\$ 2,000,000	\$ 2,000,000	\$0	53.0	8.6
6H	City of Fairfax	Kamp Washington Intersection Improvements	\$ 1,000,000	\$ 9,800,000	\$0	52.9	3.5
8P	Prince William	Route 1 Widening from Featherstone Road to Marys Way	\$49,400,000	\$ 52,400,000	TBD	52.1	10.8
6I	City of Fairfax	Northfax - Intersection and drainage improvements at Route 29/50 and Route 123	\$10,000,000	\$ 25,000,000	\$0	51.7	0.2
9G	Arlington	Route 244 Columbia Pike Street Improvements (S. Gate Road to the Pentagon)	\$10,000,000	\$ 82,500,000	TBD	51.6	9.2
1L	Leesburg	Route 7 (East Market Street)/Battlefield Parkway Interchange	\$13,000,000	\$ 58,000,000	\$44,000,000	50.6	1.8
1M	Fairfax	Route 7 Widening – Dulles Toll Road Bridge	\$13,900,000	\$ 34,400,000	\$0	49.9	4.6
3I	Manassas	Route 28 Widening South to the City Limits	\$ 3,294,000	\$ 12,847,000	\$ 2,410,000	49.7	8.7
2D	Loudoun	Belmont Ridge Road (VA Route 659)- Turo Parish Road to Croson Ln	\$19,500,000	\$ 35,863,000	\$0	49.4	3.0
6J	City of Fairfax	Jermantown / Route 50 Roadway Improvements	\$ 1,000,000	\$ 6,500,000	\$0	48.8	1.3
3J	Prince William	Route 28 Widening from Route 234 Bypass to Linton Hall Road	\$16,700,000	\$ 16,700,000	TBD	48.0	8.7
8Q	Dumfries	Widen Route 1 (Fraleigh Boulevard) Brady's Hill Road to Route 234 (Dumfries Road)	\$ 6,900,000	\$ 82,500,000	TBD	45.1	14.6
1N	Herndon	East Elden Street Improvements & Widening Project (UPC 50100)	\$10,400,000	\$ 30,902,000	\$14,000,000	45.1	0.3
6Q	Prince William	Route 15 Widening (Route 29 to Route 55), including RR Overpass	\$96,030,000	\$ 96,030,000	TBD	40.2	0.5
8R	Fairfax	Frontier Drive Extension & Braided Ramps	\$ 9,000,000	\$84,500,000	\$75,500,000	39.2	2.6
9H	Fairfax	Braddock Road HOV Widening	\$10,000,000	\$63,000,000	TBD	39.0	6.8
1P	Leesburg	Route 15 Bypass at Edwards Ferry Road Interchange	\$ 1,000,000	\$50,000,000	\$ 4,000,000	39.0	1.9
9I	Alexandria	Real-Time Adaptive Traffic Control and Data Management System (Study)	\$ 500,000	\$16,500,000	TBD	34.9	4.6
3K	Fairfax	VA Route 28 Widening (Prince William County Line to Route 29)	\$ 5,000,000	\$47,350,000	\$42,350,000	34.4	17.3
5C	Fairfax	Rolling Road Widening from Old Keene Mill Road to Franconia Springfield Pkwy	\$10,000,000	\$35,200,000	\$25,200,000	32.7	12.5
7B	Fairfax	South Van Dorn Street and Franconia Road Interchange	\$ 4,000,000	\$139,500,000	TBD	31.1	3.1
8S	Fairfax	US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road)	\$13,500,000	\$90,000,000	TBD	29.2	12.0
6K	Fairfax	US 29 Lee Highway (from west of Union Mill Road to Buckley's Gate Drive)	\$ 3,500,000	\$41,000,000	\$37,500,000	28.3	9.3
3L	Fairfax	Frying Pan Road (VA 28 to Centreville Road)	\$ 6,150,000	\$41,000,000	TBD	25.9	2.7

# 17 Proposed Transit Projects for the DRAFT NVTA Two Year Program (FY2015-2016)

*Projects Highlighted Yellow are RECOMMENDED*

Project	Agency	Project Description	FY2015-16 Request	Project Cost	Potential Future Request	NVTA Score
9J	Alexandria	West End Transitway	\$ 2,400,000	\$129,000,000	\$59,740,000	88.3
8T	Alexandria	Potomac Yard Metrorail Station	\$ 1,500,000	\$287,484,000	\$66,000,000	83.3
6L	WMATA	8-Car Train Traction Power Upgrades Located in Virginia	\$ 8,995,000	\$424,811,000	\$35,421,000	83.3
6M	PRTC	Western Bus Maintenance and Storage Facility	\$ 16,500,000	\$ 38,688,050	\$0	80.0
1Q	Fairfax	Innovation Center Metrorail Station Construction	\$28,000,000	\$ 89,000,000	\$0	76.7
1R	Loudoun	Acquisition of 4 Buses	\$ 1,860,000	\$ 1,860,000	\$0	71.7
6N	Arlington	Ballston Metrorail Station West Entrance	\$12,000,000	\$ 90,000,000	\$45,000,000	70.0
7C	Alexandria	Duke Street Transit Signal Priority	\$ 190,000	\$ 250,000	\$0	68.3
8U	VRE	Franconia-Springfield Platform Expansion	\$ 13,000,000	\$ 13,000,000	\$0	68.3
8V	VRE	Rippon Station Expansion and Second Platform	\$10,000,000	\$ 14,633,000	\$0	68.3
9K	Fairfax	Connector Bus Service Expansion – Capital Purchase 22 Buses	\$6,000,000	\$ 11,000,000	\$0	66.7
9L	City of Fairfax	CUE 35-foot Bus Acquisition	\$ 3,000,000	\$ 3,000,000	\$0	63.3
6P	VRE	Manassas Park Station Parking Expansion	\$ 500,000	\$ 19,000,000	\$18,500,000	63.3
9M	Fairfax	West Ox Bus Garage	\$20,000,000	\$ 20,000,000	\$0	61.7
8W	VRE	Slater's Lane Crossover	\$ 7,000,000	\$ 7,000,000	\$0	61.7
9N	WMATA	Bus Infrastructure Improvements	\$10,000,000	\$ 66,400,000	\$14,800,000	53.3
8X	VRE	Crystal City Platform Extension Study	\$ 400,000	\$ 2,000,000	\$ 1,600,000	43.3



**Camela Speer**

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**From:** [REDACTED]  
**Sent:** Wednesday, March 18, 2015 5:06 PM  
**To:** TwoYearProgram  
**Subject:** More Funding for Richmond highway

Authority members and staff;

I strongly support the funding of improvements and widening of Richmond Highway in Fairfax County. I am Vice President of the board of directors of the Southeast Fairfax Development Corporation, a public private partnership between Fairfax County, land owners, citizens and businesses of the corridor who are focused on redevelopment and revitalization of the land use and transportation improvement and new options of corridor.

Richmond Highway is not a local arterial it is an inter county, inter city arterial as it ties Prince William County through Fairfax County to Alexandria, Arlington and the District of Columbia job centers and it supports a large residential and commercial land area along its route. The corridor is a mash of 4 lanes going to 6 lanes and back to 4 lanes and largely without sidewalks. This is a disgrace and needs to be corrected as soon as possible.

John Thillmann  
Landmark Atlantic Holdings

[REDACTED]  
[REDACTED]

**Camela Speer**

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**From:** Scott Anderson <[REDACTED]>  
**Sent:** Thursday, March 19, 2015 12:34 PM  
**To:** TwoYearProgram  
**Cc:** Steve Sindiong  
**Subject:** Comments on Two Year Program projects relating to the City of Alexandria

Hello,

I am a member of the Alexandria Transportation Commission. The Commission is sending along, separately, its collective thoughts on the Two Year Program; although what follows is largely in line with that, I am writing today to express my own thoughts only.

I am very pleased to see the funding provided for the West End Transitway, the Potomac Yard Metrorail station and the Duke Street Transit Signal Priority projects. As regards the first two, these are very critical projects that will provide a significant benefit not only to Alexandria but to our visitors and neighbors as well. I personally hope the NVTA will continue to fund these important projects as they progress.

With kind regards,  
Scott Anderson  
Alexandria VA

## Camela Speer

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**From:** Fike, Katy <[REDACTED]>  
**Sent:** Friday, March 20, 2015 9:23 AM  
**To:** TwoYearProgram  
**Subject:** Northern Virginia Transportation Alliance meeting March 21

I will be unable to attend the meeting this Saturday, however, I would like to see number 85 "Fairfax US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road) \$13,500,000 \$90,000,000 TBD 29.2 12.0" moved into the recommended column.

Thank you for your consideration.

**McENEARNEY**  
COMMERCIAL

Katy Fike  
McEneaney Commercial

[REDACTED]  
[REDACTED] 6  
[REDACTED]

**Camela Speer**

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**From:** Brian Tumulty [REDACTED]  
**Sent:** Sunday, March 22, 2015 9:24 AM  
**To:** TwoYearProgram  
**Subject:** I-66 bus service

Dear planners,

An immediate review of evening and late night commuter bus schedules from the Vienna Metro station is needed.

When the Silver line opened last year, the number of evening trains arriving in Vienna was reduced.

The arrival of trains does not coincide with scheduled bus departures between 7:30 pm and 10 pm.

In particular the 644 bus leaving at 7:35 should be changed to 7:40 and the 644 leaving at 7:53 should be changed to 8 pm.

Please investigate.

Thanks.

Brian Tumulty  
[REDACTED]  
[REDACTED]

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Brian Tumulty  
[REDACTED] )  
[REDACTED] (work)

## Camela Speer

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**From:** Earl Flanagan <~~earlflanagan@verizon.net~~>  
**Sent:** Monday, March 23, 2015 12:49 AM  
**To:** TwoYearProgram  
**Cc:** Catherine Voorhees  
**Subject:** Draft NVTA 2 Year Program

Project 8P has a lower HB599 rating of 10.8 than Project 8S of 12.5 and should take the place of 8P since this is the only missing link between the 6 lane segment North to the Beltway and 6 lane segment now under construction through Fort Belvoir. The lack of funding for segment 8S in between is holding up the revitalization of the Rt. 1 Corridor in Fairfax County.

The revitalization of this segment of Rt. 1 has been a recommendation on the Fairfax County Transportation Master Plan for over 20 years when final construction plans were put on hold to allow a study through Prince William County. The funding request of \$13.5 million for 8S is needed to start updating prior plans for the planned 6 lanes between the existing 6 lanes to the north and 6 lanes currently being constructed on the segment through Fort Belvoir.

Earl Flanagan, Emeritus  
Mount Vernon District Transportation Commissioner, and Current Mount Vernon District Planning Commissioner



## Camela Speer

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**From:** Kate Roche <[REDACTED]>  
**Sent:** Monday, March 23, 2015 3:13 PM  
**To:** TwoYearProgram  
**Subject:** Arlington Chamber Comments  
**Attachments:** NVTa Project letter.pdf

Good afternoon,

Please see attached for the Arlington Chamber of Commerce's comments. Please don't hesitate to reach out if I can be of further assistance.





Best regards,  
Kate Roche

**Kate Roche**  
President & CEO  
Arlington Chamber of Commerce  
Opportunity. Leadership. Results.  
**Please note our new address:**

**[REDACTED]**

**[REDACTED]**

**[REDACTED]**

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March 23, 2015

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 see the realization of comprehensive statewide transportation investment and improvements. We believe in sound regional transportation solutions that draw on the lessons learned from proven transportation infrastructure investments that work. While we will describe in some detail our view of certain projects with a direct impact on Arlington businesses, we appreciate the importance of overall regional improvements. After all, our workforce, our suppliers and our customers are regional.

We applaud that the Northern Virginia Transportation Authority (NVTa) engaged in a year-long robust project selection process. The process included the analysis of eligible projects related to performance-based selection criteria, including the ability to improve travel time, reduce delays, connect regional activity centers, and move the most people in the most cost-effective manner. In addition, as mandated by state legislature, highway projects were analyzed through an additional screening – the HB 599 congestion mitigation evaluation. **The set of projects recommended by NVTa for the FY 2015-2016 Two Year Program includes a list of regionally significant projects that reduce congestion, are ready to move forward expeditiously, connect our Regional Activity Centers, and improve travel conditions for all modes.**

The recommended \$332 million Program provides funding for 12 transit projects and 17 highway projects. The transit projects account for 40% of the recommended funding package and highway projects make up the remaining 60%. It is critical for the success of our region to continue our dedication to the modal balance of our transportation network.

Ballston West Entrance: Arlington is requesting \$12 million for design, which will begin in July 2015.

- The Ballston Metrorail Station is located along Arlington's Rosslyn-Ballston corridor, the spine of which is Wilson Boulevard. Between 1996 and 2012, traffic on Wilson Blvd. decreased by

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**23% despite tremendous growth in job and population density, due to the successful nature of transit-oriented development along the corridor and enhanced ability to use alternative modes of transportation.** Arlington is continuing its proven track record of planning transit and development together by adding the Ballston West Entrance, allowing the footprint of transit-oriented development in Ballston to expand an additional ¼ mile to the west.

- Ballston is a major multimodal transportation transfer center and a regional employment center, with almost 7 million square feet of office space, over 1 million square feet of retail space, over 30,000 workers, and over 12,000 residents. By 2040, Ballston is expected to be home to almost 15,000 residents and almost 36,000 workers. **The weekday daily ridership at the Metrorail station is approximately 25,000 and is expected to increase significantly with completion of planned development to roughly 40,000 riders per day.**

**Columbia Pike Multimodal Project: Arlington is requesting \$10 million for construction/realignment of the East End of the corridor (Complete end of mid 2018).**

- The street improvements constructed through the Columbia Pike Multimodal Project are necessary to accommodate existing and proposed growth in the corridor. As of 2011, over 1 million square feet of mixed-use development has been completed along Columbia Pike in four projects, with another 400,000 square feet approved. Columbia Pike's form-based code provides the potential for an additional nine to ten million square feet of development. The full reconstruction of the Columbia Pike corridor will benefit travel by all modes between the Fairfax County line and Pentagon City.
- **Columbia Pike carries between 20,000 and 30,000 vehicles and 16,000 transit passengers per day, more bus transit passengers than any corridor in the commonwealth.**

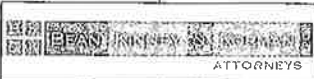
**Glebe Road ITS: Arlington is requesting \$2 million for design/implementation of ITS along Glebe Road (Complete end of CY 2017).**

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**BAE SYSTEMS**



- The Intelligent Transportation System (ITS) proposed for the Glebe Road corridor is an adaptive responsive traffic control system(s) that helps monitor real time traffic conditions, including volume, speeds, delays, and queues. The system will be responsive to real time traffic situations, allowing for monitoring and adjusting of operations of traffic signals during emergency situations. Overall it helps reduce greenhouse gas emissions and improve safety on the County roadways including pedestrian and bicycle traffic.
- **At a minimum, a 13% reduction in travel time is expected along the Glebe Road corridor.**

Potomac Yard Metrorail Station: Alexandria is requesting \$1.5 million to be used towards the construction of the Potomac Yard Metrorail Station.

- The Potomac Yard Metrorail Station will be located in Alexandria between Reagan National Airport & Braddock Road Metrorail Stations on the blue and yellow lines. The main artery being supported is the heavily congested Route 1 corridor between Arlington and Alexandria. **Alternative transportation options will help relieve traffic congestion on Route 1 while bringing up to 26,000 new jobs within a ¼ mile of the station, and 13,000 new residents within a ½ mile of the station.**
- With the completion of the Potomac Yard Metrorail Station, the City of Alexandria is expected to gain up to \$2 billion in additional tax revenue when factoring in redevelopment, job, and population growth. While the expected tax revenue will help our neighbors in Alexandria, the redevelopment and growth will make more locations in Arlington more attractive to business. This is a clear example of how regional transportation solutions can help multiple localities.

Washington Metropolitan Transit Authority is requesting \$8,995,000 to provide traction power upgrades to the Metro system in Virginia providing the capacity for 8 car trains.

- The 8 car train program will maximize the capacity of the existing Metrorail system. Without fleet expansion waiting passengers will not be able to board metro trains between Court House and Foggy Bottom during peak travel times. Currently during peak hours there

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**Ballston**  
Business Improvement District

**GEORGETOWN**  
UNIVERSITY

**BEAN, KUNIN & KORMAN**  
ATTORNEYS

**Dominion**

**BAE SYSTEMS**

**Marrriott**

are between 100 and 120 people per car, causing trains to become crowded. Without upgrades the traveling public along our busiest corridors will lose faith in the reliability of commuting by Metro.

- By providing traction power upgrades, WMATA will be able to adequately maintain system capacity through 2040 allowing lines to carry 35,000 additional customers per hour during peak period with 8-car trains.

The Arlington Chamber of Commerce supports the Northern Virginia Transportation Authority's proposed project list as an intelligent step towards comprehensive regional transportation improvement. To the extent we are successful in improving our regional transportation network in ways that support the healthy growth of our tax base, we will be creating the type of profitable and sustainable business environment sought by the members of our Chamber.

Sincerely,



Kevin Shooshan  
Chair



Kate Roche  
President & CEO



## Camela Speer

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**From:** Aaron Volbrecht <avolbrecht@mtver.net>  
**Sent:** Monday, March 23, 2015 3:39 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Aaron G Volbrecht

## Camela Speer

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**From:** Rachel Murphy <rmurphyd@gmail.com>  
**Sent:** Monday, March 23, 2015 3:58 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff, I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons:

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

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

Thank you for your consideration,  
Rachel Dillensnyder

## Camela Speer

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**From:** Ione and Dick Knapp <dknapp43@verizon.net>  
**Sent:** Monday, March 23, 2015 4:09 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/Richmond Hwy

Please move Richmond Highway widening project up among the highest priority. The highway is in disarray. There will be six lanes from Telegraph RD to Jeff Todd Way and then four lanes to Napper Rd (across from Costco) and then back to six lanes up to the beltway. This is totally unacceptable. Please make it happen soon. Congestion and safety issues abound. Richmond Highway should be the focal point for all new happenings along the highway – it is a bastion of prospective redevelopment and revitalization for Fairfax County.

Richard Knapp  
Chair, Marketing Committee, Pinewood Lake

Board Member, SFDC

## Camela Speer

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**From:** Allen R Hodgkins III [atroy.hodgkins@gmail.com](mailto:atroy.hodgkins@gmail.com)  
**Sent:** Monday, March 23, 2015 4:29 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,

Allen R Hodgkins III  
9106 Volunteer Dr  
Alexandria, VA 22309

**Camela Speer**

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**From:** corbin0011@colt.net  
**Sent:** Monday, March 23, 2015 4:37 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
[J. Corbin]

Sent from my iPhone



## Camela Speer

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**From:** Stephen Keat <stephenkeat@hotmail.com>  
**Sent:** Monday, March 23, 2015 4:45 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear NVTA staff,

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

- It is heavily trafficked from both local and through traffic and desperately needs congestion relief;
- Fort Belvoir is planning to bring on base another 30,000 people by 2030, further worsening traffic congestion;
- Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance.

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

Thank you for your consideration,

Stephen K. Keat

**Camela Speer**

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**From:** Charles Britt ~~chbrittjr@gmail.com~~  
**Sent:** Monday, March 23, 2015 5:10 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,

Charles Britt

Fairfax County Resident

## Camela Speer

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**From:** Tina Claflin <tinaclaflin350@hotmail.com>  
**Sent:** Monday, March 23, 2015 5:40 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Tina M. Claflin

## Camela Speer

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**From:** Y Trotter ~~yamtrotter@gmail.com~~  
**Sent:** Monday, March 23, 2015 5:51 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Yolanda Trotter

Sent from my iPhone

## Camela Speer

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**From:** Robbyn Umland <robbynumland@gmail.com>  
**Sent:** Monday, March 23, 2015 5:56 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Robbyn Umland

-Robbyn



## Camela Speer

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**From:** cmevorhees@gmail.com  
**Sent:** Monday, March 23, 2015 6:40 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,

Catherine Voorhees

Hollin Hall Village Civic Association Transportation Representative to MVCCA and MVCCA Transportation Chair

Sent from my iPhone

## Camela Speer

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**From:** David Voorhees [mailto:David.Voorhees@montvernon.org]  
**Sent:** Monday, March 23, 2015 7:12 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

I am David Voorhees, a resident of the Mount Vernon District and Chairman of the Mount Vernon Council of Citizens' Associations Budget and Finance Committee.

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

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

Improving US 1 from Mount Vernon Memorial Highway to Napper Road will facilitate attracting quality commercial businesses to this portion of US 1 and thereby improve the tax base for Fairfax County and improve the quality of life for residents of this area.

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

Thank you for your consideration,

David Voorhees  
Chairman of the Budget and Finance Committee  
Mount Vernon Council of Citizens' Associations

**Camela Speer**

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**From:** stephenmmarkman <stephenmmarkman@gmail.com>  
**Sent:** Monday, March 23, 2015 7:42 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff, I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project. Thank you for your consideration, Stephen Markman, [REDACTED].

Sent from my Verizon Wireless 4G LTE Smartphone.

## Camela Speer

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**From:** Jerry Zhao <jerry.zhao@hstmail.com>  
**Sent:** Monday, March 23, 2015 7:47 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
[NAME]  
Jerry Zhao  
Jenny Jin

## Camela Speer

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**From:** Jeremy Rissi <jrissi@hotmail.com>  
**Sent:** Monday, March 23, 2015 8:32 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,

Jeremy Rissi

6800 S Peninsula Drive  
Alexandria, VA 22304

## Camela Speer

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**From:** John Tolleris [jtolleris@aol.com](mailto:jtolleris@aol.com)  
**Sent:** Monday, March 23, 2015 8:58 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is an extremely heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and, as I often see when driving on Rt 1, jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project. Thank you for your consideration,

John A Tolleris

[jtolleris@aol.com](mailto:jtolleris@aol.com)

## Camela Speer

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**From:** Douglas Stewart <douglascstewart@gmail.com>  
**Sent:** Tuesday, March 24, 2015 6:05 AM  
**To:** TwoYearProgram  
**Subject:** Virginia Sierra Club comments  
**Attachments:** public comments 15-3.docx

The Virginia Sierra Club appreciates the opportunity to submit comments on the NVTAs recommended 2015-16 list of projects. Our comments are attached. Thank you.

--

Douglas Stewart  
Transportation Chair, Virginia Sierra Club

~~douglascstewart@gmail.com~~

~~703-107-2790 (cell)~~

## **Virginia Sierra Club**

### **Comments on Northern Virginia Transportation Authority 2015-16 Plan March 23, 2015**

The Virginia Sierra Club supports the development of a balanced transportation system that expands our transportation choices. We have seen in Northern Virginia that when there is a steady investment in multi-modal systems, a far higher share of trips are made by bicycling, walking and transit, and traffic congestion has not increased even with economic and population growth.

We appreciate the deliberate and transparent manner in which NVTa has developed the criteria for rating road and transit projects. However, we believe that NVTa's current project evaluation, prioritization and selection processes overlook the value of expanding mode choices and improving accessibility within and between activity centers. Highway and arterial expansion can lead to temporary congestion relief, but induced traffic quickly refills the expanded capacity. It is transit and transit-oriented development that offer the best long-term transportation approach because they maximize transit, walking and bike trips, and reduce the necessity of car ownership and use. Every person who can live and/or work in a transit-oriented community is a regional transportation benefit.

Localities and regions that have invested in a wide range of infrastructure accommodating all travel modes, and that are concentrating development near transit, have had the most success in managing traffic while also increasing economic development. During the past thirty years Arlington has focused growth near transit while planning new pedestrian and bicycle infrastructure. It has seen dramatic economic growth and a dramatic increase in trips – without any discernible increase in traffic.

We believe the HB599-mandated study of congestion and emergency mobility benefits should evaluate a broader range of factors behind the region's congestion problems. Transportation researchers increasingly recognize that traffic congestion is a function of



land use factors. How would these projects affect regional land use patterns? Would they contribute to more compact development within activity centers, or encourage continued outward development? To what extent do they facilitate, or inhibit, shorter trips that could be made by bicycle, on foot or wheelchair? Our goal should be to enable more accessibility within centers and more mode choices between destinations, rather than prizing long-distance mobility.

NVTA should recognize trips within jurisdictions as regionally significant in their congestion mitigation impacts. A large share of the trips in our region are three miles or less. In Fairfax, for example, one-third of all trips are three miles or less. Shifting just a small share of these trips from single-occupancy vehicles to pedestrian travel, bicycling and transit is a significant congestion mitigation strategy.

We recognize that NVTA's recommended road projects generally address real congestion issues and will provide temporary relief. We also appreciate that transit improvements represent 39% of the recommended funding. All of these transit projects in various ways will expand the capacity of our bus and rail system to meet the growing demand for transit and relieve the pressure on our overburdened roads. Moving forward, in future years we believe that NVTA will need to consider a much broader range of projects that facilitate all modes of transportation.

Douglas Stewart  
Transportation Chair

[REDACTED]

[REDACTED]

## Camela Speer

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**From:** Chris Hamilton <ch19832@outlook.com>  
**Sent:** Tuesday, March 24, 2015 6:35 AM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway


Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,

Chris Hamilton  
  
Sent from my iPad

## Camela Speer

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**From:** de Leede <ide@verizon.net>  
**Sent:** Tuesday, March 24, 2015 7:34 AM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
[NAME]  
Johan De Leede

Sent from my iPad

## Camela Speer

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**From:** de Leede <~~jide@verizon.net~~>  
**Sent:** Tuesday, March 24, 2015 7:35 AM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
[Elisabeth De LeedeNAME]

Sent from my iPad

## Camela Speer

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**From:** Corey Sherrill <csherrill60@yahoo.com>  
**Sent:** Tuesday, March 24, 2015 8:30 AM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff, I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project. Thank you for your consideration,

Corey Sherrill

## Camela Speer

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**From:** Jim McKenzie <jmckenzie@sengaw.com>  
**Sent:** Tuesday, March 24, 2015 8:31 AM  
**To:** TwoYearProgram  
**Subject:** HWY 15 North of Leesburg

When is the commission going to look at the bottle neck of traffic heading north of Leesburg on HWY 15?

## Camela Speer

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**From:** Charlotte Knipling <[REDACTED]>  
**Sent:** Tuesday, March 24, 2015 8:31 AM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Charlotte Knipling

**Camela Speer**

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**From:** Mike Frost [mifrost@vaohc.com](mailto:mifrost@vaohc.com)  
**Sent:** Tuesday, March 24, 2015 9:35 AM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

- Despite being one of the oldest roadways in the county, improvements for this road have been slow in coming. This has created a congested roadway, with far too many distressed properties and traffic congestion.
- It is a heavily trafficked roadway—both local and through traffic—
- Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion
- Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance
- Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.

Thank you for your consideration,

Mike Frost



**Camela Speer**

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**From:** John Speight [mailto:j.speight@christchurchva.org]  
**Sent:** Tuesday, March 24, 2015 9:53 AM  
**To:** TwoYearProgram  
**Subject:** Route One

To NVTA:

I am writing to voice my support of Project 8S: US1/Richmond Highway. This is a top level, priority project for the future growth of our county. It feeds one of the major economic engines of our county and the highway is woefully deficient. Please make this your number one priority.

Sincerely,  
John Speight  
[Redacted Signature]

**Camela Speer**

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**From:** Janet Cole <janetcole99@gmail.com>  
**Sent:** Tuesday, March 24, 2015 11:13 AM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration, [Janet N Cole

Sent from my iPhone

## Camela Speer

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**From:** Angela Fox <afow@crystallcity.org>  
**Sent:** Tuesday, March 24, 2015 12:09 PM  
**To:** TwoYearProgram  
**Cc:** Mary Hynes; Harmar Thompson; Mara Olguin; Alan Haskel; Tina Leone; Mary-Claire Burick; Robert Mandle; Karen Vasquez  
**Subject:** NVTa 2Y Program - Crystal City BID Comments  
**Attachments:** NVTALetter\_3.24.15-FINAL.pdf

We regret that we are not able to attend in person and thank you for the opportunity to submit our attached written comments in advance of tomorrow's night's public hearing for NVTa's Two-Year Program project list.



**ANGELA FOX** President/CEO  
Crystal City Business Improvement District

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

March 23, 2015

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



Re: Comments on FY2015-2016 Two Year Program

Dear Chairman Nohe,

The Crystal City Business Improvement District (BID) regrets being unable to attend this week's public hearing on the Northern Virginia Transportation Authority's (NVT) Fiscal Year 2015-2016 Two Year Program's proposed project list. Please accept the following comments into the record and consider them in your decision.

House Bill 2313 delivered on the promise to bring new funding to implement critical transportation investments in our region. Having followed the 2014 project selection process, the Crystal City BID saw many valuable local projects with regional significance receive funding.

Most visibly, the Blue Line Mitigation project quickly allowed Arlington to replace service lost as a result of capacity issues created by the opening of the Silver Line. The new ART 43 service has not even been running a year and is already exceeding ridership estimates. The service will likely be expanded by County leadership with additional local funds despite substantial budget cuts to other programs. Another project, the Crystal City Multimodal Center, will be breaking ground later this year bringing much needed bus capacity and service enhancements to an important transfer point. Funds to support the Boundary Channel Interchange reconstruction and the Columbia Pike Multimodal Improvements were also included in the 2014 cycle.

The 2015-2016 proposed projects continue to build upon this momentum. Most importantly, the list includes funds to initiate traction power upgrades for the region's Metrorail system required to support all 8-car trains in the peak period. The project is a critical first step in achieving this top regional priority outlined in Metro's strategic planning document, Momentum 2025. The project would add one-third peak period capacity to the system, equivalent to adding two additional lanes to I-66. Funds to study the extension of the VRE platform in Crystal City, Arlington's only commuter rail connection and the VRE's second busiest station, would also add capacity and facilitate continued ridership growth.

It is important to note that a large proportion of the new funds available through HB 2313 derive from the Commercial and Industrial (C&I) tax assessed on property owners throughout the region. Arlington's business districts, of which Crystal City is the largest, contribute a significant proportion of these funds. To date, the NVT has been a good steward of these funds ensuring that money is reinvested in ways that best support the continued success of the places generating it. Continuing to grow and expand mobility and accessibility in Crystal City and Arlington is critical in order to ensure, protect, and reinforce the near and longer term sustainability of the region's economic engine. The Crystal City BID hopes to see this practice continue.

Respectfully,

Angela Fox  
President / CEO  
Crystal City Business Improvement District

## Camela Speer

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**From:** Christine Morin <~~christinemorin8121@gmail.com~~>  
**Sent:** Tuesday, March 24, 2015 12:20 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

As someone who commutes along Richmond Highway daily from Lorton to Sherwood Hall Lane, I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons:

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

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

Thank you for your consideration,

Christine A. Morin

~~Lorton, VA~~

## Camela Speer

---

**From:** Sharon Brumleve <sharonbrumleve@rohlin.com>  
**Sent:** Tuesday, March 24, 2015 12:22 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,

Sharon Brumleve, 3115 Colford Ave, Alexandria, VA 22304

## Camela Speer

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**From:** Levinstein, Mark <[REDACTED]>  
**Sent:** Tuesday, March 24, 2015 12:31 PM  
**To:** TwoYearProgram  
**Subject:** PLEASE IMPROVE ROUTE 1!

Dear NVTAs:

I understand that you are holding public hearings and considering possible transportation initiatives. Although I do not use Route 1 daily, it is crystal clear to me and thousands of others in the eastern part of Fairfax County that Route 1 is a priority that must be addressed. It serves so many purposes, including access to the Fort Belvoir area, and serving as an alternative to I-95 wherever the two roads run parallel.

I am certain that you have limited funds and are balancing priorities and alternatives, but Route 1 is lost in the 1960's and needs help. It is time to act now, so we can have a rejuvenated Route 1 in a few years when it will be needed even more than it is needed now. Please do what you can to move the Route 1 improvements forward.

**Mark S. Levinstein**  
[REDACTED]  
[REDACTED]  
Fairfax Station, VA 22033

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### NOTICE:

This message is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient or the employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by reply or by telephone (call us collect at (2 [REDACTED]) and immediately delete this message and all its attachments.

**Camela Speer**

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**From:** Carole Harman <[REDACTED]>  
**Sent:** Tuesday, March 24, 2015 2:04 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff, I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.

Thank you for your consideration, Carole Harman



## Camela Speer

---

**From:** Frances Peterson <fpeterson@gmail.com>  
**Sent:** Tuesday, March 24, 2015 3:58 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Frances Peterson

## Camela Speer

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**From:** Tina Leone <tina@ballstonbid.com>  
**Sent:** Tuesday, March 24, 2015 4:45 PM  
**To:** TwoYearProgram  
**Cc:** Mary Hynes; Jill Goubeaux; Mary-Claire Burick; Robert Mandle; Karen Vasquez  
**Subject:** NVTa 2Y Program - Ballston BID Comments

Dear Chairman Nohe,

The Ballston Business Improvement District (BID) regrets being unable to attend tomorrow's public hearing on the Northern Virginia Transportation Authority's (NVTa) Fiscal Year 2015-2016 Two Year Program's proposed project list. Please accept the following comments into the record and consider them in your decision.

We believe that the projects recommended by NVTa for the FY 2015-2016 Two Year Program are regionally significant and will reduce congestion across all travel modes. The Ballston BID appreciates and supports these regional transportation investments and improvements, especially those that encourage the use of public transit.

Arlington has been highly successful in getting people out of cars and using the multiple modes of public transportation offered here, most importantly Metro. Indeed, Arlington is a model for the region when it comes to transit-oriented development.

A fantastic example is our Ballston Metro, which is located on Fairfax Drive about one block from Wilson Boulevard. The station has significantly contributed to the fact that between 1996 and 2012, **traffic on Wilson Blvd. decreased by 23% despite tremendous growth in job and population density both in Ballston and all along the RB Corridor.** This is due to the success of providing and promoting these robust public transit options.

Arlington is continuing its proven track record of planning transit and development with the addition of the Ballston West Entrance. This new entrance will allow Arlington to further expand the footprint of transit-oriented development in Ballston by an additional 1¼ mile to the west. Our community highly anticipates the opening of the Ballston Metro Station's second entrance. Many of our riders come and go from west of Glebe Road and we expect that many new riders will be created among the residents and workers there as well. In addition, the current redevelopment of Marymount University makes this project imperative for their students, visitors and faculty.

As you know, Ballston serves as a major multimodal transportation center as well as a regional employment center. Within a 5-block radius of our metro station we have over 7 million square feet of office space, over 1 million square feet of retail space, over 32,000 workers, and nearly 13,000 residents. The Ballston Metro station also serves as a major bus transit hub with over 9,000 trips per day. **Our weekday daily Metro ridership is approximately 26,000 and is expected to increase significantly with completion of planned development and redevelopment to nearly 40,000 riders per day-** and that will happen soon.

We are pleased to see the Ballston West Entrance included in the recommended project list for approval and encourage you to approve this funding and continue your strong support of transit projects such as this.

Thank you for the opportunity to comment and thank you for helping Arlington continue to grow and expand its mobility and accessibility options.

Sincerely

Tina Leone  
CEO, Ballston BID

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## Camela Speer

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**From:** Jessica Kaplan <jesskaplan@verizon.net>  
**Sent:** Tuesday, March 24, 2015 7:22 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff, I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project. Thank you for your consideration, Jessica Kaplan.

## Camela Speer

---

**From:** Brian Agreen <agreenbrian@gmail.com>  
**Sent:** Tuesday, March 24, 2015 7:48 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Brian Agreen

**Camela Speer**

---

**From:** Susan Hamon <[REDACTED]11687@gmail.com>  
**Sent:** Tuesday, March 24, 2015 8:51 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Susan K. Hamon

[REDACTED] VA 22071

**Camela Speer**

---

**From:** [REDACTED]  
**Sent:** Tuesday, March 24, 2015 11:01 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

â€¢ It is a heavily trafficked roadwayâ€”both local and through trafficâ€”and desperately needs congestion relief

â€¢ Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion

â€¢ Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance

â€¢ Richmond Highway does not have any dedicated bicycle lanes to support cyclists

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

Thank you for your consideration,

Don Hamlin [REDACTED]  
817 Lombardy Lane, Alexandria VA 22306

## Camela Speer

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**From:** Debbie McCullough <~~debra.mc2@gmail.com~~>  
**Sent:** Wednesday, March 25, 2015 7:40 AM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Debra McCullough



## Camela Speer

---

**From:** Andrew Fiebig <Andrew.F@donohoe.com>  
**Sent:** Wednesday, March 25, 2015 8:05 AM  
**To:** TwoYearProgram  
**Subject:** Suggestion for Road Improvements

Good morning,

Two suggestions, one rather inexpensive one not, but it would relieve traffic on many secondary roads:

Cheap suggestion: Add "MAINTAIN POSTED SPEED" overhead signs in both directions of Interstate 395 between the Turkey Run HOV intersection and King St. The road constantly bogs down between Duke and Seminary because of the hill up and down and there is no reason for this other than drivers slow down on the decline and then can't accelerate up the hill. You see these signs in tunnels so why not on this mile and a half stretch of road? They could be easily installed on current overhead sign structures or on overpasses.

More Expensive suggestion: Adding a standard diamond intersection at Interstate 95 and Cardinal Drive. Cardinal Drive has several residential developments, and the only access to 95 is to go to US-1 and head south to 234, north to Rippon, or cut through other residential areas to Dale Blvd or Minnieville Road. Overloading these neighborhood roads does not promote a feel of safety for pedestrians, not to mention the roads are not designed for the traffic many of them see. A diamond intersection would minimize the size of the intersection as both sides of Cardinal Drive are surrounded by tall trees. A secondary alternative would be to explore the possibility of adding an HOV Express ramp to the north side only of this overpass.

Thank you,

ANDREW FIEBIG  
Assistant Project Manager  
Donohoe Construction

[REDACTED]  
[REDACTED]  
[REDACTED]  
andrew.f@donohoe.com

[REDACTED]  
[REDACTED]  
[REDACTED]

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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

April 14, 2015

The Honorable Marty Nohe  
Chairman, NVT  
13476 Dumfries Road  
Manassas, VA 20112

Dear Chairman Nohe:

It is my understanding that the NVT is seeking public input next week on the fiscal year 2015-2016 two-year projects to be funded.

I would like to join new Brensville District Supervisor, Jeanine Lawson, in support of funding VDOT Six-year Improvement Program - UPC 103465--"Route 29 and Buckland Area Transportation Improvement Study." This project has been on the VDOT six-year Improvement Program list for over six years and will cost \$500,000. It will help bring into focus the best way to move forward in this historic corridor

Among the many reasons to support funding this study is the recent CTB resolution (see attached). This resolution directs a study for the planning for Route 15 and Route 29 near Buckland and it will help bring into focus the best way to move forward in this historic corridor without losing valuable historic resources.

At your earliest convenience, I would appreciate a call to discuss this matter further. You can reach me at 703-853-4213.

Sincerely,

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

Delegate Bob Marshall

RGM/ccg

## Camela Speer

---

**From:** Marcia <f1t1h13@gmail.com>  
**Sent:** Wednesday, March 25, 2015 8:50 AM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
[NAME]

Sent from my iPad

**Camela Speer**

---

**From:** Winston doCarmo <[REDACTED]>  
**Sent:** Wednesday, March 25, 2015 9:26 AM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

As a 40+ year resident of Mt. Vernon, me and my neighbors know only too well how vitally important redevelopment of the area is to it's future. Redevelopment won't occur until our serious transportation issues are successfully solved, and project 8S is an essential start to that process. Please approve 8S as part of the current process.

Respectfully yours,  
Winston doCarmo

**Camela Speer**

---

**From:** [REDACTED]  
**Sent:** Wednesday, March 25, 2015 11:17 AM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff, I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project. Thank you for your consideration, [NAME]

## Camela Speer

---

**From:** [REDACTED]  
**Sent:** Wednesday, March 25, 2015 11:58 AM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Recommend support for Project 8S.

Frank J. Cihak

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

## Camela Speer

---

**From:** Erica Hetzel <ehetzel@vt.edu>  
**Sent:** Wednesday, March 25, 2015 12:02 PM  
**To:** TwoYearProgram  
**Subject:** US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road)

To whom it may concern,

My name is Erica Hetzel and I live at 2816 Woodlawn Trail, Alexandria, VA 22306, in the community of Hybla Valley. I will not be able to attend the upcoming Northern Virginia Transit Authority meeting but wanted to voice my support for the "highway project not recommended" involving widening U.S. Route 1 from Mt. Vernon Memorial Highway to Napper Road in Hybla Valley. I also support funding for the proposed Potomac Yard Metro rail station. Both of these projects would significantly improve my daily commute from my home in Fairfax County Alexandria to downtown DC.

Please reconsider appropriating some of the available \$350 million over two years to the U.S. 1 widening project between Mt. Vernon and Hybla Valley. This area, for years, has been a constant source of congestion and frustration for the many residents living in 22306 and further south.

Additionally, the Potomac Yard Metro rail station will provide easier transportation access for the thousands of new residential units being built along U.S. 1 in northern Alexandria and will help to reduce vehicle congestion along the same route.

Thank you,  
Erica Hetzel



**Camela Speer**

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**From:** Nancy Greer <n8shp@comcast.net>  
**Sent:** Wednesday, March 25, 2015 12:04 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Frances E. Greer, Jr.



**Camela Speer**

---

**From:** [REDACTED]  
**Sent:** Wednesday, March 25, 2015 12:24 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
[NAME]  
Michael Brownell

Sent from my iPhone

## Camela Speer

---

**From:** craig [REDACTED]  
**Sent:** Wednesday, March 25, 2015 12:29 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Craig Caldwell

[REDACTED]  
[REDACTED]

## Camela Speer

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**From:** Keith Meurlin <[keith@washingtonairports.com](mailto:keith@washingtonairports.com)>  
**Sent:** Wednesday, March 25, 2015 3:55 PM  
**To:** TwoYearProgram  
**Subject:** NVTa Proposed FY 15-16 Two Year Program Comment  
**Attachments:** WATF comment re NVTa Proposed FY 15-16 Two-Year Program.pdf

Attached is the Washington Airports Task Force's comment on the NVTa's proposed FY 15-16 Two-Year Program.

Thank you.

Keith W. Meurlin  
President  
Washington Airports Task Force  
[keith@washingtonairports.com](mailto:keith@washingtonairports.com)  
Dulles, VA 20186  
(703) 572-8204  
[www.washingtonairports.com](http://www.washingtonairports.com)

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TMG Construction Corporation

**The Honorable T. Allan McArthur**  
Airbus Americas, Inc.

**Mary Miller**  
Signature Flight Support

**John G. Milliken**  
Verabile LLP

**The Honorable Norman Y. Mineta**  
Mineta and Associates, LLC

**Jonas Neihardt**  
Hatch Worldwide

**Sтивен B. Peterson**  
Peterson Real Estate (PRE)

**Thomas F. Pumpally**  
PCI Financial Group

**Leo J. Scheler**

**Mark Sharer**  
Bank of America

**Kurt Thompson**  
Dewberry

**James W. Todd**  
JWTL, Inc.

**David F. Traynham**

**Jerry A. Van Voorhis**  
C&L, LLC

**Daniel G. Waeltjen**  
PB&T Greater Washington DC Region

**Charles B. Walker**  
Alsumar's Corporation

**Martin D. "Art" Walsh**  
Walsh Colucci Lubeley & Walsh, PC

**David C. Whitestone**  
Richard & Knight, LLP

**Paul J. Wiedefeld, A.A.E.**  
BWA Airport

**The Honorable Anthony A. Williams**  
Federal City Council



## Washington Airports Task Force

www.washingtonairports.com

March 25, 2015

Northern Virginia Transportation Authority

3040 Williams Drive, Suite 200

Fairfax, VA 22031

Dear Sir/Madam:

The Washington Airports Task Force appreciates the opportunity to comment on the NVTa's proposed FY 15-16 two year program. In this age of decreased federal spending and sequestration, and the region's transition to a more internationally focused economy, the Task Force is even more focused on transportation improvements that reduce congestion, improve mobility throughout the region and provide predictable travel times between our region's airports.

Transportation funding has been a long term priority of the Task Force. Historically, funding has not been at a level that has kept up with the growth of the region. Therefore, it is essential that the funding be focused on the projects that produce the highest and best return.

The Task Force congratulates the NVTa on this new infusion of transportation funding but with it comes the responsibility to use it wisely. We believe that transparency will be the key to fully understanding the priority ratings and to build support for the projects selected. We completely understand that there are far more projects needing immediate funding than there are funds available. The Task Force also believes that it may be wise not to spend all the money available in one cycle in order to make those funds available for higher priority projects of greater regional significance, when those projects are ready for construction.

The Task Force believes that both highway and transit projects must be evaluated for congestion reduction before they are recommended for inclusion in any priority list and funding is set aside for those projects. We are curious that only 27 of the 37 projects that have been evaluated are listed on the NVTa Project List.

March 25, 2015

Page 2

With respect to the list of projects that appear on the "27 Proposed Highway Projects" list, the Task Force is supportive of the following regional highway projects:

- Project 2C, Loudoun County Parkway (VA Route 607)
- Project 3H, Route 28 (Manassas Bypass) Study
- Project 5B, Fairfax County Parkway Improvements (Study)
- Project 3I, Route 28 Widening South
- Project 3J, Route 28 Widening from Route 234
- Project 3K, Route 28 Widening (Prince William County Line to Route 29)

With respect to the list of projects that appear on the "17 Proposed Transit Projects" list, the Task Force is supportive of the following regional transit projects:

- Project 1Q, Innovation Center Metrorail Station construction
- Project 6L, 8-Car Train Traction Power Upgrades
- Project 8T, Potomac Yard Metrorail Station

The Washington Airports Task Force is a non-profit, 501(c)(3) Virginia Corporation dedicated to promoting the expansion and enhancement of aviation services for Virginia and the National Capital region. Our views represent consumer and civic interests in a region whose tourism and economy is dependent on our access to U.S. and International markets through scheduled air service at our airports.

Thank you for the opportunity to comment.

Sincerely,



Keith W. Meurlin

## Camela Speer

---

**From:** Don Trilling <trilling@nvtc.com>  
**Sent:** Wednesday, March 25, 2015 5:04 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Donald Trilling, 6909 Mt. Eagle Dr., Apt. 1418

**Camela Speer**

---

**From:** Stewart Schwartz <stewart1@smartergrowth.net>  
**Sent:** Wednesday, March 25, 2015 5:21 PM  
**To:** [REDACTED] Mary Hynes; William Euille; Scott Silverthorne; [REDACTED]; Scott York; David Snyder (dsnyder@fallschurchva.gov); Marty Nohe; Sam Bosch; Tom Rust (trust@house.virginia.gov); [REDACTED] Jennifer Mitchell@dot.virginia.gov; Jeanette Rishell  
**Cc:** Kala Quintana; Dan Malouff; Medford, Clayton P.; Thomas, Mark C.; Patricia Carroll; Monica Backmon; Helen Cuervo; TwoYearProgram; Bernard Caton; Tom Biesiadny; Noelle Dominguez  
**Subject:** Testimony on NVTA Authority Plan -- But cannot attend this evening  
**Attachments:** 2015.03.25 Comments on the NVTA 2 Year Plan.docx

### **Coalition for Smarter Growth**

#### **Comments on Northern Virginia Transportation Authority 2015-16 Plan**

**March 25, 2015**

The Coalition for Smarter Growth cannot attend this evening's hearing and we did not promote it. There are two reasons -- the first being that the only date we could coordinate to hold an I-66 Town Hall was this evening, and the second being that the NVTA process fails to address the core causes of our transportation challenges or to adopt the most effective long-term solution. It's not that we do not appreciate the hard work of staff and our elected officials, the development of a range of evaluation criteria, and the effort to identify a balanced set of investments. We do.

However, we are profoundly frustrated by the HB599 legislation and the focus again this year of additional legislation on the chimerical goal of "congestion reduction" and the unsubstantiated need to focus on homeland security evacuation. We stand in direct opposition to the Northern Virginia Transportation Alliance which for too long has promoted this approach to our transportation challenges. In promoting homeland security evacuation, they clearly seek to force widening of highways into the core of the region, but fail to substantiate or cite any documented security study saying that full-scale evacuation is a likely or required course of action. At the same time, they fail to recognize that the core cannot absorb more vehicles.

As for "congestion reduction," it may be achievable for short periods on our roadways but cannot be sustained in a region as economically successful as ours. Induced traffic is a real phenomenon. In the short term, highway expansion causes drivers change the time of their commute back to the peak hour, to change their route to the new facility which also loads up connecting roads, or shift back from carpools and transit to driving, filling up the new capacity in as little as five years. In the medium to longer term, expanded highways and arterials fuel more auto-dependent development, further filling the roads.

Use of the "congestion reduction" metric is also intended to penalize transit investments which may not show direct effects on particular road corridors, again because of the induced traffic problem.

So we will continue to protest against the NVTAlliance, HB599, and this year's HB1915/SB1314, requiring the use of the "congestion reduction" and "homeland security evacuation standards." Yes, your two-year plan is addressing near term challenges including reasonable investments like converting the last segment of Route 606, the Loudoun County Parkway, to four lanes, investing in Route 28 on the east side of Manassas, and looking at the Godwin Drive option. But over the longer term, we cannot afford to continue auto-dependent development that causes more and more driving and more and more road expansion. At what point do you stop widening? What are the long-term impacts on neighborhoods, climate change, air pollution, water quality, natural habitat, health and economic competitiveness?

The region has adopted a more sustainable vision in Region Forward and the Activity Centers, and Northern Virginia's transportation plan should support that vision. We have documented that walkable, transit-oriented development results in real reductions in vehicle trips and vehicle miles traveled, while increasing transit, walking and bicycling trips. The market demand has shifted and people and companies are seeking out transit-accessible locations. The CEO of Marriott Corporation recently announced that they intend to move from their office park location to a Metro station. 84% of new office development in the pipeline is within 1/4 mile walk of Metro. 83,000 new residents have arrived in DC in a decade and 80% do not own cars. Tysons and Reston are booming as are Alexandria and Arlington, and Falls Church and the City of Fairfax, and Old Town Manassas. The common attributes are walkability, transit, mix-of-uses, and sense of place (ok Tysons is still working on that piece).



Given the cards that you have been dealt, you have developed a plan which is to be credited for achieving a 39% share for transit investment and which addresses current bottlenecks. However, because of HB599, you faced undue restrictions on crafting a transportation plan that could have been focused on creating and supporting the network of transit-oriented centers. This approach represents the best opportunity for our region to grow competitively and sustainably.

It is our hope that going forward, new legislation and a new planning process will result in a smart growth future for Northern Virginia, where transportation investments support the efficient, transit-oriented land use that are critical for increasing access to jobs and services, reducing household transportation costs, reducing pollution and greenhouse gas emissions, and making our region attractive to the next generation workforce and employers. Thank you.

Stewart Schwartz

Executive Director

## Camela Speer

---

**From:** Soraya Bambha <[REDACTED]>  
**Sent:** Wednesday, March 25, 2015 8:38 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff, I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project. Thank you for your consideration, Soraya Bambha

## Camela Speer

---

**From:** camela.speer@va.gov  
**Sent:** Wednesday, March 25, 2015 10:19 PM  
**To:** The Authority  
**Subject:** Widening Richmond Highway

As long-time residents of Southeaster Fairfax County, my husband and I urge you to invest regional highway funds to widen Richmond Highway from four to six lanes from Hybla Valley to Woodlawn. The current traffic situation hinders local residents, causes air pollution, and negatively affects the quality of life. The traffic will only get worse as more and more functions are added to Fort Belvoir. The BRACA task force did not consult with the local communities when they moved thousands of personnel to the Fort. Now, we must deal with the terrible traffic jams the have resulted from this move, and the best way to do that is to widen the existing highway.

Very truly yours,

Mary Ann V. Gamble (Mrs. Richard Gamble)

Sent from Windows Mail

## Camela Speer

---

**From:** William Byrne <byrne6828@gmail.com>  
**Sent:** Thursday, March 26, 2015 12:27 AM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
William J. Byrne R.T R ARRT

## Camela Speer

---

**From:** Diane Moery <[REDACTED]>  
**Sent:** Thursday, March 26, 2015 8:49 AM  
**To:** TwoYearProgram  
**Subject:** Project 8S: Richmond Highway

This project is vital to the future economic development of this area. As a business owner, non-profit volunteer supporting schools and taxpayer I would like to see our tax dollars used for our community not always communities out west.

Diane Moery  
The Moery Company  
The Hollin Meadows Partnership  
For Science and Math Education.

## Camela Speer

---

**From:** John Pasour <john.pasour@gmail.com>  
**Sent:** Thursday, March 26, 2015 9:14 AM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,

John Pasour

10715 Hazley Ln

Manassas Neck, VA 20108

## Camela Speer

---

**From:** Kim, Hank <hank@npspers.org>  
**Sent:** Thursday, March 26, 2015 11:22 AM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Hank Kim

## Camela Speer

---

**From:** Marvin Burge [REDACTED]  
**Sent:** Thursday, March 26, 2015 12:02 PM  
**To:** TwoYearProgram  
**Subject:** Project 8S: US 1/Richmond Highway

Gentlemen:

I consider the proposed widening of Richmond Highway from the Beltway to Fort Belvoir to be essential for the well-being and inevitable growth of this area of eastern Fairfax County – and, by extension, for the benefit of the entire county and Northern Virginia. I ask you full support for this project.

Marvin E Burge  
[REDACTED]  
[REDACTED]



## Camela Speer

---

**From:** Erin Bevis-Carver <eribc75@gmail.com>  
**Sent:** Thursday, March 26, 2015 1:16 PM  
**To:** TwoYearProgram  
**Cc:** Dave Albo  
**Subject:** FY15-16 Two Year Program

I'm wondering if the study took into account drivers cutting through residential neighborhoods to avoid traffic under the roads in consideration for improvement projects. The reason I ask is because, for example and with respect to Rolling Road, due to the heavy traffic on Rolling Road between Fairfax County Parkway and Old Keene Mill Road, drivers routinely will cut through residential streets, such as Greeley Road, which connects Rolling and Old Keene Mill. If Rolling Road was widened, there would be less traffic and drivers would not use a residential streets as a cut-through to get where they are going.

Based on the various scoring criteria, it does appear that safety was taken into account (QS6), but it's not clear based on the information presented on your website, if this aspect of transportation safety was included. With all of the elementary schools on and adjacent to these roads, I think it should be.

Although this study is complete and likely cannot be revised, I recommend including this aspect of safety in future studies. Also, I think QS4 should have been given more weight and that 5% is not suitable. Level of Service (LOS) is a significant issue when it comes to our roadways.

Thanks,  
Erin Bevis-Carver



## Camela Speer

---

**From:** Nancy Hiteshue <nancy@nvt.org>  
**Sent:** Thursday, March 26, 2015 1:56 PM  
**To:** TwoYearProgram  
**Subject:** NVT Alliance Written comments on FY15-16 two year program  
**Attachments:** NVTAlliance\_Comments on NVTA FY15-16 Two Year Program.pdf

Attached please find a written copy of the Northern Virginia Transportation Alliance's comments given at last night's public hearing.

Thank you,

Nancy Hiteshue Smith  
Policy Director  
Northern Virginia Transportation Alliance

[REDACTED]  
Tel: 703-893-1831  
Cell: 202-251-4249

**Statement of Nancy H. Smith, Northern Virginia Transportation Alliance  
To Northern Virginia Transportation Authority  
Public Hearing on Proposed FY 2015-16 Two Year Program  
March 25, 2016**

Passage of HB 2313 carries with it a great responsibility to invest those funds in projects and services that do the most to reduce congestion in the area and to have a regional investment program with a long term perspective

Unfortunately, the proposed FY15-16 two year project list is primarily comprised of local projects that rate fairly low in their congestion reduction ability or local transit projects that have not been rated to show their ability to reduce congestion. Many projects with the most regional significance – such as I-66 – do not appear.

The Alliance urges you to re-examine and take a fresh look at the draft FY15-16 project list and re-focus our regional tax dollars on projects with the greatest regional and long term significance. Top priority should be given to regional highway projects making congestion reducing improvements to major arterials, primary roads and parkways and to regional transit projects that make capital investments to expand service with documented need.

We are concerned that hundreds of millions of dollars are recommended for transit projects that yet to be rated.

The Alliance supports funding for the following proposed highway project which do have regional impacts:

- Route 28 widening in Prince William, Manassas and Fairfax County to I-66
- Route 28 bypass study
- Route 1 widening both in Prince William and Fairfax County
- Fairfax County Parkway Improvements study
- Loudoun County Parkway extension to U.S. 50

And the following transit projects

- 8-car Metro Train power upgrades
- Connector Bus Service Expansion for 22 new buses and routes
- Innovation Center Metrorail Station construction
- Potomac Yard Metrorail Station

However, the immediate need for projects such as additional entrances for existing metro stations, VRE platform extensions, local transit ways, and local intersection & street improvements which rate very low in congestion reduction ability is questionable. While some projects that have tested to provide significant congestion mitigation are noticeably left off the list.

Most people save for things that are most important – a home, kids' education, retirement etc. Those that spend money as fast as it comes in generally find it difficult to achieve those

objectives. The same will be true of the Authority if it continues to spend most regional dollars as they come in as opposed to putting them aside for transportation investments that matter most.

The Alliance believes it is prudent and necessary to limit the FY 2015 – 2016 two year projects to those projects that have shown to provide the most congestion reduction relative to cost and hold a substantial balance of funds in reserve until other projects of greater regional significance are ready for construction. It's how well these dollars are invested, not how fast that matters most.

## Camela Speer

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**From:** Angie Maniglia <amaniglia@gmail.com>  
**Sent:** Thursday, March 26, 2015 3:05 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Angie Maniglia Turner

## Camela Speer

---

**From:** David McAuley <David.McAuley@va.gov>  
**Sent:** Thursday, March 26, 2015 8:56 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
David McAuley





Sent from my iPhone

## Camela Speer

---

**From:** Daniel Johnson <~~danilj846@gmail.com~~>  
**Sent:** Thursday, March 26, 2015 9:30 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Daniel Johnson

## Camela Speer

---

**From:** Jeff Oakley <j.oakley2543@gmail.com>  
**Sent:** Thursday, March 26, 2015 11:33 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Jeff Oakley



## Camela Speer

---

**From:** Robyn Koelsch <robyn.koelsch@yahoo.com>  
**Sent:** Friday, March 27, 2015 12:33 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Robyn koelsch

## Camela Speer

---

**From:** Chris Revere <crevere@wessyntonhomes.com>  
**Sent:** Saturday, March 28, 2015 9:55 AM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

On behalf of the Wessynton Homes Association and our 156 homeowners, I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists

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

Thank you for your consideration,

Chris Revere, President  
Wessynton Homes Association

## Camela Speer

---

**From:** Kenneth Roberts <kenneth.roberts@vaoh.com>  
**Sent:** Saturday, March 28, 2015 12:13 PM  
**To:** The Authority  
**Subject:** Route 1 Widening

I will not be able to attend the meeting on March 31 but I wanted to express my strong support for the widening of Route 1 from Hybla Valley to Woodlawn. We have lived in the area for over 20 years and have seen the traffic congestion get worse each year. The expansion of Fort Belvoir has traffic it dramatically. The widening is also important to redevelopment efforts which have shown great success in recent years, The highway is used by nearly all Mount Vernon residents for shopping, and by thousands of others for commuting. It is about the only viable alternative to I-95 if there is a blockage for any reason. It is the key transportation link in the southern part of the county and must be improved as soon as possible.

Thank you,

Kenneth Roberts  
2206 Ludgate Drive  
Alexandria, VA 22304  
(703) 709-5430

## Camela Speer

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**From:** Bill Foust <[REDACTED]>  
**Sent:** Saturday, March 28, 2015 6:01 PM  
**To:** The Authority; kKeefer1@aol.com  
**Cc:** vKurashek@gmail.com; DKS16@verizon.net; pmpetitt@gmail.com;  
hazards4va@yahoo.com; alfonsejr@verizon.net; skifaster@cox.net; billFoust@aol.com;  
rLacquement@verizon.net; fCohn22309@aol.com; lowry.mann@verizon.net;  
lucyFord@ix.netcom.com; keith.kerr@robbinsgioia.com; webmaster@mvmca-va.org;  
linda.krothe@verizon.net; diane.struck.ctr@tma.osd.mil; meHook48@yahoo.com;  
linda.quigley@us.army.mil; perkins\_j\_a@yahoo.com; alfonsejr@verizon.net  
**Subject:** Route One Improvement from junctions of Highway 235North to 235South

Ladies & Gentlemen, multiple times since 1984, you have promised to improve Route 1, from Alexandria to Fort Belvoir. The north half of the distance was upgraded very well, but the remaining half has been dragging for over thirty years.

Please keep your promises to include highway widening, storm sewer connections, turn lanes and pedestrian safety, among other needs.

As residents, US-1 users and tax payers, we have waited far too long.  
Thank you for your expected efforts.

William L. Foust, Colonel USAF Retired 703 360 3783

2016 Galeshead Road, Mount Vernon, Manassas Subdivision  
Alexandria, VA 22309 - Bill Foust@comcast.net

**Camela Speer**

---

**From:** Bruce Snow <bsnowman1@gmail.com>  
**Sent:** Sunday, March 29, 2015 7:14 AM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Bruce Snow

## Camela Speer

---

**From:** Pam Nachnani <pam.nachnani@gmail.com>  
**Sent:** Sunday, March 29, 2015 3:48 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Pam and Anil Nachnani

**Camela Speer**

---

**From:** Jason Kane <jk1411@gmail.com>  
**Sent:** Sunday, March 29, 2015 7:05 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Jason Kane

Sent from my iPhone

**Camela Speer**

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**From:** william brinley <wbrinley@verizon.net>  
**Sent:** Sunday, March 29, 2015 7:43 PM  
**To:** The Authority  
**Subject:** route 1 expansion plans

I have been involved with this project for over a year now. I address the same issues each time and each time the next phase is published without addressing the basic problem with the entire Route 1 Multimodal study and the resulting projects.

As I reviewed the project listing, again, I see the exact same problems I have brought up every time and never heard/read or seen addressed. The projects are being funded and completed from south to north and the traffic problems are the exact opposite. As you progress north up route 1 the traffic gets heavier and heavier. By expanding from the south to the north, it will create many problems and cost significantly more. The property values will rise as the ability to live farther out is facilitated by the proposed expansions. When it comes time to do the northern section expansion, the ROW costs will be significantly higher than they are now and are forecasted to be in the studies I have seen. Additionally, the proposed plan does not even address the expected northern section traffic flow in the years before the expansions are complete.

The proposed metro expansion from Huntington to Hybla Valley should be the first route 1 expansion completed. Only this expansion will actually address the expected traffic flow and remove vehicles from the roadway. Just like 95S's expansion. By the time the widening is completed, it will have fixed yesterday's problem tomorrow and not address the future increases in traffic along the route 1 corridor.

I again, highly suggest that any widening of route 1 be completed as part of the metro expansion, starting from the north and working south to alleviate the actual traffic problem and complete the ROW for the entire project before the property values make the northern segment expansions financially impossible.

I will be at the meeting on 31 Mar in the South County Government Center to raise all these concerns in person. Again.

Thank you,  
Respectfully,  
\$

Bill "Dollar" Brinley



## Camela Speer

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**From:** Sheina <[REDACTED]@hotmail.com>  
**Sent:** Monday, March 30, 2015 10:50 AM  
**To:** TwoYearProgram  
**Subject:** RE: Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

- It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief
- Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion
- Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance. & better communication about the hazards of jay walking should be discriminated into the community along route 1 such as wearing dark clothes at night.
- Richmond Highway does not have any dedicated bicycle lanes to support cyclists.

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

Thank you for your consideration,

Sheina Waddell

## Camela Speer

---

**From:** Holly Dougherty <holly.dougherty@mtvernon-lee-chamber.org>  
**Sent:** Monday, March 30, 2015 12:05 PM  
**To:** TwoYearProgram  
**Subject:** Comments from Mount Vernon Lee Chamber of Commerce  
**Attachments:** NVTa Letter 2015.pdf

Attached are comments from Mount Vernon Lee Chamber of Commerce regarding the FY 2015-2016 Two Year Program: Proposed Project List. As the attached comments explain, we strongly urge NVTa to include US 1 Richmond Highway on the list of funded projects. Thank you for the opportunity to provide comments.

Holly Hicks Dougherty  
Executive Director  
**Mount Vernon-Lee Chamber of Commerce**

**703-360-6935**

**6821 Richmond Highway**

**Alexandria, VA 22304**

Connecting Business and Community

News and Events at [www.MtVernon-LeeChamber.org](http://www.MtVernon-LeeChamber.org)

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PBMares LLP Certified Public Accountants  
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**Executive Director** Holly Hicks Dougherty

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Mount Vernon Gazette  
Mount Vernon Voice

The Honorable Martin E. Nohe  
Chair, Northern Virginia Transportation Authority  
Coles District Office  
13476 Dumfries Road  
Manassas, VA 20112

RE: Project 8S - US 1 Richmond Highway Widening

Dear Chairman Nohe and Members of the Authority,

We are writing to express our concern with the exclusion of Project 8S U.S. Route 1 Richmond Highway from the DRAFT NVTa Two Year Program (FY2015-FY2016). While there are many transportation needs throughout the region, Richmond Highway in Fairfax County should be included for funding as it is a regionally significant transportation corridor, the gateway to Fort Belvoir, and is key to meeting regional congestion relief targets.

**Project Provides Regional Congestion Relief** U.S. 1 Richmond Highway in Fairfax County serves traffic and commuters from throughout the region. It is a major thoroughfare for commuters from Prince William, Stafford Counties, and Alexandria City connecting to employment centers. More than 54,000 vehicles use Richmond Highway every day. With the current inconsistent road width this would be a real challenge but traffic studies indicate that about 70% of these cars use the road every weekday probably for commuting purposes. Richmond Highway is also an overflow choice for I-95 and keeps traffic off the environmentally sensitive George Washington Memorial Parkway.

**Project Connects Centers and Jurisdictions** With the last Base Relocation and Closure (BRAC) actions in 2005, Fort Belvoir is now the largest employer in Fairfax County with employees from all over the region. This major employment center is also a magnet for contractors, military personnel, and regional companies who do business with agencies located at this installation. More than 70,000 cars go through the gates of Fort Belvoir every day. The update on Fort Belvoir's Master Plan will allow even more growth at this strategic military asset. Fort Belvoir is now twice the size of the Pentagon and will only continue to grow.

The Federal Government and Fairfax County both realize the need to upgrade the transportation network around Fort Belvoir and have put significant resources into widening U.S. 1 Richmond Highway thru the installation. Now, NVTa needs to make the same commitment to help realize the economic potential of Fort Belvoir and relieve the congestion brought on by current and future growth by committing funds to this project.

**Project Improves Safety and Promotes Multi-Transit Modes** Making U.S. 1 Richmond Highway a consistent six lane road is essential for

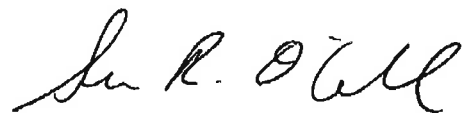
commuter safety, congestion relief, and economic development. It is at the points where U.S. 1 Richmond Highway narrows from three lanes to two lanes that traffic bottlenecks occur. It is at these same points where waiting cars produce more particulate matter and increase ground level ozone. This is a major source of regional air pollution. Solving the congestion problems on U.S. 1 Richmond Highway will help the region meet Federal emission targets and retain Federal transportation funding.

Fairfax County has prioritized funding for U.S. 1 Richmond Highway not only because of the regional benefits for improvement but also for the immediate community needs of congestion relief and pedestrian services. This stretch of Richmond Highway is missing connecting sidewalks and pedestrian amenities. A lack of pedestrian connectivity and bicycle lanes prevents better use of these alternate transportation modes. Both will help relieve traffic congestion

Part of widening U.S. 1 Richmond Highway is building lanes for Bus Rapid Transit (BRT) between Mount Vernon Memorial Highway and Napper Road. This public transit system will help take cars off the road and work in tandem with the road widening to relieve congestion and result in lower emissions.

We respectfully request that NVTA re-consider the prioritization of projects and place U.S. 1 Richmond Highway on the list for funding in 2015-2016. There is now more new development in this part of Fairfax County than throughout the rest of Fairfax County including Tysons. U.S. 1 Richmond Highway is an essential regional transportation corridor and needs regional funding now.

Sincerely,



Sean O'Connell  
Chairman

cc: The Honorable Adam Ebbin  
The Honorable Linda T. Puller  
The Honorable Jeffrey C. McKay  
The Honorable Gerald W. Hyland  
The Honorable Sharon Bulova  
The Honorable Dave Albo  
The Honorable Robert Krupicka  
The Honorable Mark Sickles  
The Honorable Scott Surovell



Connecting Business and Community

6821 Richmond Highway | Alexandria, VA 22306  
703-360-6925 | 703-360-6928 (fax)  
Info@MtVernon-LeeChamber.org  
www.MtVernon-LeeChamber.org

## Camela Speer

---

**From:** Holly Dougherty <holly.dougherty@mtvernonleechamber.org>  
**Sent:** Monday, March 30, 2015 12:11 PM  
**To:** TwoYearProgram  
**Subject:** Support Funding for Project 8S US 1 Richmond Highway

Dear Chairman Nohe and Members of the Authority,  
Please include funding for widening US 1 Richmond Highway in the NVTa 2015-2016 Two Year Program.

This road is a regionally significant transportation corridor and is in immediate need of widening from Mt. Vernon Memorial Highway to Napper Road. Widening will make US 1 Richmond Highway a consistent three lane width throughout Fairfax County and bring many benefits to our community and the region as a result.

More economic growth is occurring in this part of Fairfax County than other region and funding for US 1 Richmond Highway is needed now to provide congestion relief and regional connectivity.

Thank you,

Holly Dougherty

## Camela Speer

---

**From:** Chetan Patel <[REDACTED]>  
**Sent:** Monday, March 30, 2015 12:28 PM  
**To:** TwoYearProgram  
**Subject:** Support Funding for Project 8S US 1 Richmond Highway

Dear Chairman Nohe and Members of the Authority, Please include funding for widening US 1 Richmond Highway in the NVTa 2015-2016 Two Year Program.

This road is a regionally significant transportation corridor and is in immediate need of widening from Mt. Vernon Memorial Highway to Napper Road. Widening will make US 1 Richmond Highway a consistent three lane width throughout Fairfax County and bring many benefits to our community and the region as a result.

More economic growth is occurring in this part of Fairfax County than other region and funding for US 1 Richmond Highway is needed now to provide congestion relief and regional connectivity.

Thank you,

Chetan Patel

Sent from my iPhone

## Camela Speer

---

**From:** Damon Hinshaw <[dhinshaw@speakeasy.net](mailto:dhinshaw@speakeasy.net)>  
**Sent:** Monday, March 30, 2015 1:52 PM  
**To:** TwoYearProgram  
**Subject:** Support Funding for Project 8S US 1 Richmond Highway

Dear Chairman Nohe and Members of the Authority,  
Please include funding for widening US 1 Richmond Highway in the NVT A 2015-2016 Two Year Program.

This road is a regionally significant transportation corridor and is in immediate need of widening from Mt. Vernon Memorial Highway to Napper Road. Widening will make US 1 Richmond Highway a consistent three lane width throughout Fairfax County and bring many benefits to our community and the region as a result.

More economic growth is occurring in this part of Fairfax County than other region and funding for US 1 Richmond Highway is needed now to provide congestion relief and regional connectivity.

Thank you,

Damon Hinshaw  
Personal Pride Floor Services  
703 799-8822  
[dhinshaw@speakeasy.net](mailto:dhinshaw@speakeasy.net)

## Camela Speer

---

**From:** mhe83 <mhe83@aol.com>  
**Sent:** Monday, March 30, 2015 4:52 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Please use regional funds for this project.

Sent via the Samsung GALAXY S@4, an AT&T 4G LTE smartphone



**Camela Speer**

---

**From:** Peggy Hinshaw <[REDACTED]>  
**Sent:** Tuesday, March 31, 2015 7:39 AM  
**To:** TwoYearProgram  
**Subject:** Support Funding for Project 8S US 1 Richmond Highway

Dear Chairman Nohe and Members of the Authority,  
Please include funding for widening US 1 Richmond Highway in the NVT A 2015-2016 Two Year Program.

This road is a regionally significant transportation corridor and is in immediate need of widening from Mt. Vernon Memorial Highway to Napper Road. Widening will make US 1 Richmond Highway a consistent three lane width throughout Fairfax County and bring many benefits to our community and the region as a result.

More economic growth is occurring in this part of Fairfax County than other region and funding for US 1 Richmond Highway is needed now to provide congestion relief and regional connectivity.

Thank you,

Peggy Hinshaw  
[REDACTED]  
Alexandria, VA 22309

## Camela Speer

---

**From:** Amy Carney <carney07@gmail.com>  
**Sent:** Tuesday, March 31, 2015 8:59 AM  
**To:** TwoYearProgram  
**Subject:** My suggestions

My husband commutes from Montclair to Capitol Hill every day and there are a few things that would make his commute and others in the area better. There need to be more buses that run in the evening from the Pentagon to Montclair. Also the commuter lot at 234 and Rt 1 is not big enough!

Lastly, the level of communication between the PRTC buses needs to improve! My husband has been on the bus that leaves the Pentagon at 8:02pm and sat in the parking lot of the 234 commuter lot for 20 minutes waiting for others buses to come through the lot with potential passengers for his bus. 95% of the time, the other buses DO NOT have passengers that need to change to his bus. Why can his bus not radio the other ones in route so see if anyone needs this transfer? Its a waste of time for everyone involved, negatively impacts our environment by having a idling bus sit and wait for 20 minutes and its also a waste of money for fuel and more maintenance for the bus. This practice needs to stop.

Thank you for your time and attention to these matters,.

Sincerely,

Amy Carney

## Camela Speer

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**From:** Whitney Stohr <whitneystohr@yahoo.com>  
**Sent:** Tuesday, March 31, 2015 9:00 AM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Whitney Stohr

## Camela Speer

---

**From:** Mauricio Lainez <mauricio.lainez@gmail.com>  
**Sent:** Tuesday, March 31, 2015 2:19 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

- It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief
- Fort Belvoir is planning for up to 56,000 workers to be on the installation's main post and northern area by 2030, further worsening traffic congestion
- Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance
- Richmond Highway does not have any dedicated bicycle lanes to support cyclists

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

Thank you for your consideration,

Mauricio Lainez

Sent from my iPhone

## Camela Speer

---

**From:** Tom Schrichte <T.S.Schrichte@northernva.gov>  
**Sent:** Tuesday, March 31, 2015 2:27 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

- It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief
  - Fort Belvoir is planning for up to 56,000 workers to be on the installation's main post and northern area by 2030, further worsening traffic congestion
  - Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance
  - Richmond Highway does not have any dedicated bicycle lanes to support cyclists
- Please fund the much-needed Richmond Highway/Route 1 transportation project.

Thank you for your consideration,

[NAME] Tom Schrichte

## Camela Speer

---

**From:** Evans, Jansen [mailto:jansen.evans@va.gov]  
**Sent:** Tuesday, March 31, 2015 2:42 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

- It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief
- Fort Belvoir is planning for up to 56,000 workers to be on the installation's main post and northern area by 2030, further worsening traffic congestion
- Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance
- Richmond Highway does not have any dedicated bicycle lanes to support cyclists

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

Thank you for your consideration,

[JANSEN EVANS]

Sent from Samsung Mobile.

## Camela Speer

---

**From:** Mary Eliz. Castles <mecastles@yahoo.com>  
**Sent:** Tuesday, March 31, 2015 3:19 PM  
**To:** TwoYearProgram  
**Cc:** Mary Eliz. Castles  
**Subject:** Widening of Rt. 1

Many years ago when Joe Alexander was in office as supervisor for this area the money to widen Rt. 1 from 235 down to Woodlawn was taken to put in the Springfield Metro. It has never been replaced. All other areas of Rt. 1 have been widened and this area just bottles up. We need those lanes widened so traffic will flow evenly all the way down Rt. 1 from the Beltway to Lorton. Especially since the Cosco store went in traffic is frequently backed up all the way up the hill to the Groveton area. This bottleneck is really bad when emergency vehicles need to get through. For everyone's safety we need this area widened so it is even with the rest of Rt. 1. With all of the new housing going in along the Rt. 1 corridor traffic is only going to get worse. Widening the section will be of great benefit for the area and renew a promise made long ago.

Mary Elizabeth and Thomas Castles

**Coltard Street** residents for 39 years

**703-765-0888**

## Camela Speer

---

**From:** Mary Eliz. Castles <mecastles@yahoo.com>  
**Sent:** Tuesday, March 31, 2015 3:22 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff, I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for up to 56,000 workers to be on the installation's main post and northern area by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project. Thank you for your consideration, Mary Elizabeth and Thomas Castles 703-765-0899



## Camela Speer

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**From:** Bob Kuletz <[REDACTED]>  
**Sent:** Tuesday, March 31, 2015 3:55 PM  
**To:** TwoYearProgram  
**Subject:** Support of Project 8S

Please support Project 8S. Thanks!

Bob Kuletz, KW Commercial  
Senior Commercial Real Estate Advisor  
"A Unique REALTOR by Design & Construction"

Cell: [REDACTED]  
Email: [REDACTED]

Helping You Lease, Buy, Sell, and Invest in Commercial Real Estate is...What I Do Best!  
Serving Northern Virginia - Washington, DC

## Camela Speer

---

**From:** Y Trotter <yntrotter@gmail.com>  
**Sent:** Tuesday, March 31, 2015 4:40 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

- It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief
  - Fort Belvoir is planning for up to 56,000 workers to be on the installation's main post and northern area by 2030, further worsening traffic congestion
  - Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance
  - Richmond Highway does not have any dedicated bicycle lanes to support cyclists
- Please fund the much-needed Richmond Highway/Route 1 transportation project.

Thank you for your consideration,  
[NAME]

Sent from my iPhone

## Camela Speer

---

**From:** [REDACTED]  
**Sent:** Tuesday, March 31, 2015 5:12 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
[NAME]

Sent from my iPhone

## Camela Speer

---

**From:** Nancy Iacomini <nancyiacomini56@gmail.com>  
**Sent:** Tuesday, March 31, 2015 5:21 PM  
**To:** TwoYearProgram  
**Subject:** Ballston West Entrance

Folks -- last evening I attended a forum hosted by the Arlington County Transportation wherein those attending received information about 3 Arlington projects proposed for funding in this cycle.

I did not testify last evening -- but I do want to add my support for funding for the West Entrance to Ballston metro station. This is a project that has been on the books, so to speak, for a very long time. Now that the Silver Line is a reality (although not entirely finished) the Ballston station is busier and will be busier than ever. Helping to bring the entrance to fruition would be a boon not only to Arlington residents but to all Metro riders and bus riders who come to and depart from Ballston.

The West entrance would relieve congestion at the only entrance on a day to day basis, It would also make the station safer in an emergency. Bus access could be split between two locations instead of one. This would allow greater scheduling flexibility and a better commuting experience -- whether one is using Metro to Bus/bus to Metro/bus to bus/or pedestrian to bus.

Thank you for your consideration.

Nancy Iacomini  
4318 14th Street North  
Arlington, VA 22207

## Camela Speer

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**From:** Diane Rodriguez <[redacted]>  
**Sent:** Tuesday, March 31, 2015 6:20 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

- It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief
- Fort Belvoir is planning for up to 56,000 workers to be on the installation's main post and northern area by 2030, further worsening traffic congestion
- Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance
- Richmond Highway does not have any dedicated bicycle lanes to support cyclists

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

Thank you for your consideration,  
Diane Franks]

Sent from my iPhone

## Camela Speer

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**From:** Keith Maly <malyk1@gmail.com>  
**Sent:** Tuesday, March 31, 2015 6:31 PM  
**To:** TwoYearProgram  
**Subject:** Project 8S Endorsement

Dear Northern Virginia Transportation Authority staff,

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

- It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief
- Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion
- Pedestrians have **INSUFFICIENT** pathways and jay-walking is a constant safety concern and nuisance...as a long-distance runner whose training routes take me near or along route 1, I can usually count on 1-2 near misses due to lack of pathways
- Richmond Highway does not have any dedicated bicycle lanes to support cyclists

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

Thank you for your consideration,  
Keith Maly

## Camela Speer

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**From:** Candice Bennett <candicebennett@me.com>  
**Sent:** Tuesday, March 31, 2015 6:58 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

- It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief
- Fort Belvoir is planning for up to 56,000 workers to be on the installation's main post and northern area by 2030, further worsening traffic congestion
- Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance
- Richmond Highway does not have any dedicated bicycle lanes to support cyclists

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

Thank you for your consideration,

Candice Bennett, PRC, LFI '13  
President  
Candice Bennett & Associates, Inc.

[REDACTED]  
[REDACTED]

*Named a WBENC 2011 Women's Business Enterprise Star*



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## Camela Speer

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**From:** Kevin Retcher <kretcher@northernva.gov>  
**Sent:** Tuesday, March 31, 2015 8:22 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
[NAME]



## Camela Speer

---

**From:** Elizabeth Sanchious <elizabeth.sanchious@gmail.com>  
**Sent:** Tuesday, March 31, 2015 8:40 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Elizabeth Sanchious

## Camela Speer

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**From:** John Foster <jwinbrother@hotmail.com>  
**Sent:** Tuesday, March 31, 2015 9:35 PM  
**To:** TwoYearProgram; John Foster  
**Subject:** FW: Weigh in now to help us widen Route One  
**Attachments:** NVTa Testimony.doc

Please find my comments attached in the email below the response from my Fairfax County district supervisor. Please add as part of public comments.

Thanks.

John Foster

---

**From:** Juan Clark <juan.clark@fairfaxcounty.gov>  
**To:** jwinbrother@hotmail.com  
**Subject:** Weigh in now to help us widen Route One  
**Date:** Tue, 31 Mar 2015 19:57:21 +0000

Mr. Foster:

Thanks so much for your email and for your comments regarding this critical project. I can certainly understand why you're unable to attend our meeting today. You raise some very good points.

I agree with you that the area around the Route One, North Kings Highway & South Kings Highway intersections are very heavily congested. That is why coinciding with the three redevelopment projects in the Penn Daw area, Supervisor Hyland and I directed proffer money as well as County funds towards transportation improvements focusing on the necessity to realign North Kings Highway at the Shields Avenue and School Street intersection. FCDOT held community meetings to discuss several options that would improve the intersection and asked the community to provide input as to what option they felt would best suit the community. After almost 4 months of receiving letters, calls, and emails, FCDOT narrowed down the field to two possible realignment options. The first option would be to add a roundabout at the intersection of Poag and North Kings Highway as well many other spot improvements that would improve the intersection's traffic flow. The other option would be to have strategically placed medians with a U – turn "bulb out". FCDOT is currently working with a community group to finalize a plan that will dramatically improve traffic flow along this segment of roadway.

Transit is and will continue to be an important element of Route One revitalization and the County is currently putting significant resources into improving it. I agree it is important to get buses out of travel lanes. The recent recommendation of the Route One Multimodal Alternatives Analysis study equips us with the tools necessary to relieve congestion along the corridor. It incorporates a hybrid option – bus rapid transit (BRT) and a Yellow Line extension – into the corridor. This is an option that I support and one that recognizes improvements must be phased in over time to ensure land use and fiscal reality that balance the need for immediate relief. Additionally, we are currently evaluating locations for a Route One transit center that will provide a central hub for transit riders.

One of my top priorities has been addressing pedestrian safety concerns. The Richmond Highway Public Transportation Initiative is Fairfax County's plan to improve transit services and pedestrian facilities along Route One between Huntington Avenue and Old Mill Road/Mount Vernon Memorial Highway. It includes upgrading bus stops, improving pedestrian facilities at various intersections, and filling in missing sidewalks along Route One. I will continue to look for opportunities to enhance pedestrian access and safety Route One whenever possible. Since VDOT is responsible for the maintenance of traffic signals on state roads, I am happy to pass along your comments to them about the signal at the Beacon Hill Fire station and ask for a review. Additionally, if you have certain areas that you notice require upkeep, please email with specific locations so that I can report them to VDOT for action.

I've attached my testimony for tonight's meeting to this email for your information. I encourage you to send your comments to the NVTa by emailing [TwoYearProgram@thenovaauthority.org](mailto:TwoYearProgram@thenovaauthority.org) sometime before the deadline closes on April 12.

Thank you again for reaching out to me.

Sincerely,

Jeffery C. McKay  
Lee District Supervisor

**From:** John Foster [mailto:[john.foster@va.gov](mailto:john.foster@va.gov)]  
**Sent:** Saturday, March 28, 2015 12:18 PM  
**To:** SupervisorMcKay  
**Subject:** RE: Weigh in now to help us widen Route One

With 9 month twins I'm most certainly not able to make many community meetings these days. But if there is a place to deposit public comments, or admit them with you here, I have a couple regarding Rt 1:

1. Obviously the area of the Rt1, North Kings Highway & South Kings Highway intersections is some of the worst congestion now that Walmart has moved in and other developments on the horizon. I would hope traffic officials are looking carefully at that area, maybe combine NKH and SKH before they intersect with Rt. 1

so to make the intersection more efficient. I'm sure the traffic planners are already thinking about the most effective options.

2. Bus stops - it should be a priority to get the buses to stop outside of the lanes of traffic! That is dangerous for all and slows traffic down. It looks like the majority of current bus stops have enough space to build an extra lane for the bus to park, so appears feasible to do on most of the existing Rt1.

3. In many cases I wonder if the extra parallel side streets to Rt 1 along many blocks (for example the one that runs in front of Beacon Hill's Bank of America, Outback and Boston Market) are really necessary. They cause confusion at their traffic lights with drivers trying to figure out what each other is going to do when the light turns green leaving the parking lots. Might be more efficient to remake those side roads to add a 4th lane to the main road, as right turn lanes to speed up corridor traffic, expand the pedestrian/bike path areas to make it more pedestrian friendly, and a bit more greenery as well to make the area look more appealing.

4. Fire station at Beacon Hill - not directly associated with the widening issue, but the current Fire Department red lights at Beacon hill should be replaced with regular traffic lights that are green 95% of the time and turn red when the emergency vehicles leave the nearby fire station. The current single red light, and the lack of a painted white intersection line at that spot really do confuse drivers who even notice the red light. If they do stop, they are not sure where to stop. But the vast majority take cues from other drivers who do not stop, so most people are not stopping when the light turns red. When I try to stop it is sometimes a dangerous practice because it is like stopping mid-block with all the other traffic zooming by. It is an easy fix I would think to make the intersection less dangerous.

5. Crosswalks - Another pedestrian issue: To make it a more walkable corridor, crosswalks should be better marked and pedestrians given better midway refuge where possible. It is a terrible street to try and cross by foot.

6. sidewalks - make sure sidewalks are complete. There are several spots where pedestrians, and especially motorized wheelchairs (I have seen a few of them actually), can use a sidewalk, until it suddenly stops or the sidewalk is too degraded, or there is a utility pole blocking the way for practical access. (for example, on the west side of Rt 1, about 100 yards south of Huntington Ave - there is no way for a wheelchair, or bike to continue in either direction, and even pedestrians are forced practically into the roadway on a little footpath. 200 years ago footpaths dominated the region, but there is no need to still be sustaining them along Rt 1.

7. Aesthetics - I think the county has been doing a good job of trying to make the corridor more pleasant to the eye, but would encourage doubling down on this area of focus. It matters how the streets look and are kept clean, and I'm sure I could find studies linking the aesthetics of an area to better outcomes in crime, social behaviors, and civic pride. This is often overlooked but I think its impact grossly underestimated.

8. traffic enforcement - busy roads require driver cooperation, so police enforcement is critical. Here I would say the police are doing a great job, I see them out on the corridor constantly, and encourage the county to keep up the practice.

Thanks for allowing a chance to share my comments!

John Foster

[REDACTED]

---

Date: Fri, 27 Mar 2015 12:38:56 -0400

From: [REDACTED]

To: [REDACTED]

Subject: Weigh in now to help us widen Route One

CC:

## Lee District News

March 27, 2015



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### Northern Virginia Transportation Authority Public Hearing

*Important Lee District project on the cusp of the list of projects recommended for funding, officials seeking testimony on major road projects in our area*

A vital project in Lee District - the widening of Route One from Lorton to the Beltway - has been recognized by the Northern Virginia Transportation Authority as a finalist for funding but is not currently on its recommended for funding list.

Chairman Sharon Bulova and I have organized a public meeting that will be held on March 31 at 6:30 p.m. at the South County Government Center, Room 221, to provide the public the opportunity to comment on this and other NVTa projects, which you can find [here](#). We all know that Richmond Highway has some of the worst congestion in the area, and getting this project funded presents a huge opportunity for us to continue all of the momentum we have going on in the Corridor.

I hope that as many of you as possible attend to show support for this important project. This meeting is the only meeting of its kind in Fairfax County and it is crucial that we have a big turnout.

**Date:** Tuesday, March 31  
**Time:** 6:30-9 pm




**Location:** South County Government Center, 8350 Richmond Hwy, Room 221



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

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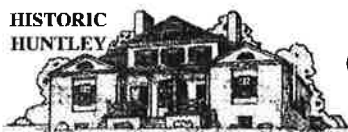
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Lee District- Fairfax County Board of Supervisors | 



Telephone (703) 971-6262  
Fax (703) 971-3032  
E-mail: [leedist@fairfaxcounty.gov](mailto:leedist@fairfaxcounty.gov)  
Web site: [www.fairfaxcounty.gov/lee](http://www.fairfaxcounty.gov/lee)

COMMONWEALTH OF VIRGINIA  
**COUNTY OF FAIRFAX**



6121 Franconia Road  
Alexandria, VA 22310

**JEFFREY C. MCKAY**  
LEE DISTRICT SUPERVISOR

**Testimony of Jeff McKay, Lee District  
Fairfax County Board of Supervisors  
Northern Virginia Transportation Authority  
Draft FY 2015 - 2016 Two Year Program  
March 31, 2015**

---

Chairman Nohe and Members of the Authority,

I am Fairfax County Supervisor Jeff McKay, representing the Lee District. I want to offer my comments in support of funding for the widening of Route 1 from Mount Vernon Memorial Highway to Napper Road, a project currently being considered by the Authority for its FY 2015-2016 Program.

As you know, the Richmond Highway Corridor in Fairfax County is a major connector for Alexandria City and Prince William County and is a significant commuter and business center in Fairfax County of regional importance. It is also the front door of Fairfax County's largest employer, Fort Belvoir, which currently employs more than 51,000 people (nearly twice the size of the Pentagon) and is slated for continued growth in the years ahead. The Route 1 project before you today will eliminate a choke point between Fort Belvoir and the Beltway and provide a consistent six travel lanes for Route 1 between Lorton and the Beltway, improving the movement of employees and goods into the Fort and the recently completed hospital. The NVTA's stated benefits of this project highlight just that.

The project will reserve space in the median of the roadway necessary to implement the recommendations of the Virginia Department of Rail and Public Transportation's recently completed multimodal study: a Bus Rapid Transit

system from Huntington in Fairfax County to Woodbridge in Prince William County in the short-term and a long-term extension of Metro's Yellow Line. These projects alone are major game changers for congestion along the Corridor – not just for commuters in Fairfax County but for multiple jurisdictions in the region.

Also absent from the Authority's stated benefits is an emphasis on the much-needed pedestrian and bicycle improvements that would come along with the widening work. Route 1 is a heavily-used pedestrian corridor, yet many locations on the southern end of the Highway do not have sidewalks and are frequently the sites of pedestrian accidents, flooding, and other problems associated with a lack of curb and gutter system. The sooner work can be completed, the safer our pedestrians, bicyclists, and commuters will be.

Despite all of these points, the widening work between Mount Vernon Memorial Highway and Napper Road scored poorly by NVTAF formulas in a number of categories in which I believe it should have excelled. For example, it received a score of 1 in questions examining the Corridor's connections to other jurisdictions (despite its connectivity to Prince William County and Alexandria City) and in questions about the reduction of vehicle miles (despite its work to acquire land necessary for BRT and Metrorail lines). The project also scored a 1 on a question about promoting multiple-use development patterns in walkable and bikeable environments. As I stated earlier, this project would dramatically change the pedestrian makeup of the Corridor, which in turn could support economic growth along Richmond Highway. Additionally, Route One scored poorly on its ability to improve the management and operation of existing facilities through technology applications. However, this widening will improve management and operation along the Corridor by establishing a BRT right-of-way that will facilitate first-class, technologically-advanced transit on the Highway in a dedicated lane. This lane will dramatically improve "operation of existing facilities through technology applications," as this is already the heaviest bus corridor in the County. Imagine the improvements if the buses operated in a time-advantaged dedicated lane.



I cannot emphasize enough the importance of this project and the opportunity we are presented to continue the more than \$100 million worth of widening work currently taking place along Route 1 thanks to federal funding secured by former Congressman Jim Moran. The Corridor's regional importance cannot be overstated and the benefits of a widened Route 1 would be felt by all of Northern Virginia.

Now is the time to improve the next segment of Route One – Mount Vernon Memorial Highway to Napper Road. The momentum is here, community support is known, and this part of the region needs roadway investment. One can't help but notice the highest scoring projects all appear to be west of the Beltway. Major economic growth is occurring in south Fairfax County now and the infrastructure need is now. In fact, the HB599 score for Route One was 12.0 – higher than 13 projects currently recommended. The need for congestion relief speaks for itself. The question is: Will NVTa step up to the plate and fund this critical project?

I request that my testimony be made part of the Authority's FY2015-2016 Program public hearing record and that you consider my comments and those of area residents as you make your final decisions for funding. Thank you for this opportunity to provide comments, and please let me know if you would like any additional information.

## Camela Speer

---

**From:** [REDACTED]  
**Sent:** Tuesday, March 31, 2015 10:03 PM  
**To:** TwoYearProgram  
**Subject:** TwoYearProgram comments

I urge the NVTa to include project 8s, the improvements to Route One (Richmond Highway) between Napper Rd to Mt Vernon Memorial Hwy/Jeff Todd Way as part of the two year program.

The community support at the Fairfax County South County Government Center public hearing on March 31st was more than impressive. But even more important is the pressing immediate need.

I cannot help but feel that the importance of this project was not fully appreciated and ranked accordingly.

I live near the Mount Vernon estate and avoid Route 1 whenever possible because of its condition and the traffic congestion. What I find disheartening, even if understandable, are the number of new employees at Fort Belvoir because of the BRAC changes, who now use the George Washington Memorial Parkway to get to Fort Belvoir from Maryland to avoid Route 1. The proposed improvements on Route 1 could put them back where they belong, on the highway. I doubt that this was adequately considered in the ranking of need.

Peter Christensen

[REDACTED]

[REDACTED]

**Camela Speer**

---

**From:** GregDCrider@aol.com  
**Sent:** Wednesday, April 01, 2015 5:59 AM  
**To:** TwoYearProgram  
**Subject:** US 1 Richmond Highway - Fund it NOW

NVTA,

US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road)

I use this road daily often to visit Prince William County to spend money at the businesses and restaurants there. This project will address the bottleneck that is only getting worse.

Fund this project NOW!

Greg Crider

2100 William and Mary Dr  
Alexandria, VA 22304

## Camela Speer

---

**From:** [REDACTED]  
**Sent:** Wednesday, April 01, 2015 8:36 AM  
**To:** TwoYearProgram  
**Subject:** 6 lane expansion on Rt 1

As we age are mind gets a bit foggy BUT I am certain funding was available for that expansion years ago What happened to it? How will this help traffic going south on Rt 1 when there are only 2 lanes going under railroad bridge? Ever thought of making service roads for shopping areas and thru lanes for those that do not wish to shop? With Costco at Sherwood Hall Lane and Ft Belvoir expansion it is really crowded on the roadway. And more housing areas going up and shopping areas expanding and still nothing done for the traffic problems....PLEASE do something soon

## Camela Speer

---

**From:** Holland, Taylor <Taylor.Holland@fairfaxcounty.gov>  
**Sent:** Wednesday, April 01, 2015 9:32 AM  
**To:** TwoYearProgram  
**Subject:** Testimony  
**Attachments:** NVTA Testimony.doc

Good morning: Please see Supervisor McKay's attached testimony regarding the two-year program and his support of the widening project of Route One in Fairfax County. Thanks so much, and please don't hesitate to contact me should you need any additional information.

Taylor Holland  
Chief of Staff  
Supervisor Jeffrey C. McKay



Telephone (703) 971-6262  
Fax (703) 971-3032  
E-mail: leedist@fairfaxcounty.gov  
Web site: www.fairfaxcounty.gov/lee

COMMONWEALTH OF VIRGINIA  
**COUNTY OF FAIRFAX**



6121 Franconia Road  
Alexandria, VA 22310

**JEFFREY C. MCKAY**  
LEE DISTRICT SUPERVISOR

**Testimony of Jeff McKay, Lee District  
Fairfax County Board of Supervisors  
Northern Virginia Transportation Authority  
Draft FY 2015 - 2016 Two Year Program  
March 31, 2015**

---

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system from Huntington in Fairfax County to Woodbridge in Prince William County in the short-term and a long-term extension of Metro's Yellow Line. These projects alone are major game changers for congestion along the Corridor – not just for commuters in Fairfax County but for multiple jurisdictions in the region.

Also absent from the Authority's stated benefits is an emphasis on the much-needed pedestrian and bicycle improvements that would come along with the widening work. Route 1 is a heavily-used pedestrian corridor, yet many locations on the southern end of the Highway do not have sidewalks and are frequently the sites of pedestrian accidents, flooding, and other problems associated with a lack of curb and gutter system. The sooner work can be completed, the safer our pedestrians, bicyclists, and commuters will be.

Despite all of these points, the widening work between Mount Vernon Memorial Highway and Napper Road scored poorly by NVTa formulas in a number of categories in which I believe it should have excelled. For example, it received a score of 1 in questions examining the Corridor's connections to other jurisdictions (despite its connectivity to Prince William County and Alexandria City) and in questions about the reduction of vehicle miles (despite its work to acquire land necessary for BRT and Metrorail lines). The project also scored a 1 on a question about promoting multiple-use development patterns in walkable and bikeable environments. As I stated earlier, this project would dramatically change the pedestrian makeup of the Corridor, which in turn could support economic growth along Richmond Highway. Additionally, Route One scored poorly on its ability to improve the management and operation of existing facilities through technology applications. However, this widening will improve management and operation along the Corridor by establishing a BRT right-of-way that will facilitate first-class, technologically-advanced transit on the Highway in a dedicated lane. This lane will dramatically improve "operation of existing facilities through technology applications," as this is already the heaviest bus corridor in the County. Imagine the improvements if the buses operated in a time-advantaged dedicated lane.

I cannot emphasize enough the importance of this project and the opportunity we are presented to continue the more than \$100 million worth of widening work currently taking place along Route 1 thanks to federal funding secured by former Congressman Jim Moran. The Corridor's regional importance cannot be overstated and the benefits of a widened Route 1 would be felt by all of Northern Virginia.

Now is the time to improve the next segment of Route One – Mount Vernon Memorial Highway to Napper Road. The momentum is here, community support is known, and this part of the region needs roadway investment. One can't help but notice the highest scoring projects all appear to be west of the Beltway. Major economic growth is occurring in south Fairfax County now and the infrastructure need is now. In fact, the HB599 score for Route One was 12.0 – higher than 13 projects currently recommended. The need for congestion relief speaks for itself. The question is: Will NVTa step up to the plate and fund this critical project?

I request that my testimony be made part of the Authority's FY2015-2016 Program public hearing record and that you consider my comments and those of area residents as you make your final decisions for funding. Thank you for this opportunity to provide comments, and please let me know if you would like any additional information.





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April 1, 2015

The Honorable Marty Nohe  
Chairman, NVT  
13476 Dumfries Road  
Manassas, VA 20112

RE: UPC 103465-Route 29 and Buckland Area Transportation Improvement Study

Dear Chairman Nohe:

I write with the understanding that the NVT is seeking public input on the fiscal year 2015-2016 two-year projects to be funded.

I would like to join Delegate Bob Marshall and Brensville District Supervisor, Jeanine Lawson, in support of funding VDOT Six-year Improvement Program - UPC 103465--"Route 29 and Buckland Area Transportation Improvement Study." This project, which has been on the VDOT six-year Improvement Program list for over six years, will help bring into focus the best way to move forward in this historic corridor.

The long awaited study is critical to ensure the natural, historic and cultural assets along the Journey Through Hallowed Ground National Scenic Byway are identified, respected and enhanced as future transportation plans are developed. This has become all the more time-sensitive given the recent CTB resolution in support of a study for the planning for Journey Through Hallowed Route 15 and Route 29 near Buckland.

Thank you for your thoughtful consideration of this request.

Sincerely,

Cate Magennis Wyatt  
President



## Camela Speer

---

**From:** Patrice Carlson <pcarlson@ustarling.com>  
**Sent:** Wednesday, April 01, 2015 12:32 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

- It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief
- Fort Belvoir is planning for up to 56,000 workers to be on the installation's main post and northern area by 2030, further worsening traffic congestion
- Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance
- Richmond Highway does not have any dedicated bicycle lanes to support cyclists

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

Thank you for your consideration,

Patrice Carlson

## Camela Speer

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**From:** pbaldwin <[REDACTED]>  
**Sent:** Wednesday, April 01, 2015 1:56 PM  
**To:** TwoYearProgram  
**Subject:** Project 85: US 1/Richmond Highway

To whom it may concern:

As a long-time homeowner and purchaser of personal and business goods and services in the Mount Vernon, VA region, I encourage the Northern Virginia Transit Authority to classify Project 85 (traffic congestion relief) as a top priority, not only for the economic benefit of Richmond Highway residents and businesses, but also for to the economic growth of adjacent Northern Virginia jurisdictions.

Reduced traffic-congestion along Richmond Highway will encourage, rather than avoid, use of that corridor, which translates into increased exposure to and purchases from businesses along and near that route. Those vehicles, in turn, are likely to continue along the corridor into adjacent jurisdictions for additional purchasing opportunities, due to the ease of direct travel.

Simply put, the easier it is to travel along Richmond Highway, the more likely it is that increased purchasing will result there and in other jurisdictions readily accessible from Richmond Highway/Route 1, thus directly improving the economic vitality (including tax revenue) of a significant segment of Northern Virginia.

Thank you for your consideration.

Peter G. Baldwin  
MarketForce Strategies™  
*Master Plan Marketing™*

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[www.MarketForceStrategies.com](http://www.MarketForceStrategies.com)

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Alexandria Transportation Commission  
301 King Street  
Alexandria, VA 22314

[www.alexandriava.gov](http://www.alexandriava.gov)

Phone: 703.746.4025

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

March 24, 2015

Re: NVTA FY 2015-2016 Two-Year Program

Dear Chairman Nohe:

At its March 18, 2015 meeting, the City of Alexandria Transportation Commission held a town hall on the Northern Virginia Transportation Authority's (NVTA) FY 2015-2016 Two-Year Program. We understand that three regionally significant transportation projects within the City of Alexandria, the West End Transitway, the Potomac Yard Metrorail Station, and the Duke Street Transit Signal Priority Project, have been recommended for funding in the draft FY 2015-2016 Two-Year Program. We understand that the Real-Time Adaptive Traffic Control and Data Management System Study has been included as a project for consideration but not recommended for funding. We strongly support the three projects within the City of Alexandria being recommended for funding as we firmly believe that such projects will play a critical role in reducing congestion not only within the City of Alexandria but also throughout Northern Virginia. By receiving funding in the FY 2015-2016 Two-Year Program, all three recommended projects will be able to move forward towards full implementation and construction.

We appreciate NVTA's consideration for funding regionally significant projects throughout Northern Virginia in the FY 2015-2016 program. We would like to applaud members of the Authority, as well as NVTA staff, the Project Implementation Working Group, and City of Alexandria staff in helping to create a program which includes not only highway projects but also Intelligent Transportation System (ITS) and transit projects.

The Commission voted to offer its continued endorsement of the three regionally significant projects within the City of Alexandria which are being recommended for funding in NVTA's FY 2015-2016 Two-Year Program. We strongly encourage NVTA to adopt a FY 2015-2016 Two-Year Program which includes funding for the West End Transitway, the Potomac Yard Metrorail Station, and the Duke Street Transit Signal Priority Project.

We appreciate your consideration of the City of Alexandria Transportation Commission input on NVTA's draft FY 2015-2016 Two-Year Program.

Sincerely,

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

Nathan M. Macek  
Chair, Alexandria Transportation Commission

cc: Honorable Mayor William D. Euille and Members of City Council  
Alexandria Transportation Commission  
Mark Jinks, City Manager  
Emily A. Baker, Acting Deputy City Manager  
Yon Lambert, Director, T&ES  
Sandra Marks, Deputy Director, T&ES

## Camela Speer

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**From:** Edythe Frankel Kelleher <[REDACTED]>  
**Sent:** Wednesday, April 01, 2015 4:54 PM  
**To:** TwoYearProgram  
**Subject:** Testimony supporting Project 8S, Richmond Highway widening  
**Attachments:** Testimony EFK SFDC 03312015.docx

Dear Chairman Nohe and Members of the Authority,

Thank you again for the opportunity to speak yesterday evening in support of funding for Project 8S / 12, the widening of Richmond Highway from Mount Vernon Memorial Highway to Napper Road. A copy of my testimony is attached, and also included inline below. Please feel free to contact me should you have any questions.

Sincerely yours,

-----  
**Edythe Frankel Kelleher**  
*Executive Director*  
Southeast Fairfax Development Corporation

[REDACTED] 703-369-5697

[REDACTED] 703-367-9697

[REDACTED] [REDACTED]



March 31, 2015

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 Project 8S, the widening of Richmond Highway – Route 1 – from Napper Road to the Mount Vernon Memorial Highway. 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 on economic development along this corridor, I am puzzled by the low scores this proposed project received in certain categories. For example, promoting multiple-use development patterns in walkable and bikeable environments. 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.

There is connectivity to Prince William County and Alexandria City, so this project should have scored higher than 1 for connections to other jurisdictions. Another measure is the potential to reduce vehicle miles, which would be greatly

enhanced with the provision of space for the median Bus Rapid Transit (BRT) recommended in last year's Multimodal Study conducted by the Virginia Department of Rail and Public Transportation. BRT will also dramatically improve "operation of existing facilities through technology applications," another measure that appears mistakenly calculated.

In summary, choosing to fund Project 8S 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.

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.

[REDACTED]  
[REDACTED]  
[REDACTED]

## Camela Speer

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**From:** Mich A <michele.amhaz@hotmail.com>  
**Sent:** Wednesday, April 01, 2015 10:59 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff:

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

- It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief
- Fort Belvoir is planning for 56,000 workers to be on base by 2030, further worsening traffic congestion
- Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance
- Richmond Highway does not have any dedicated bicycle lanes to support cyclists

Please fund the much-needed Richmond Highway/Route 1 transportation project and help support this vibrant community.

Thank you for your consideration,

Michele Amhaz



## Camela Speer

---

**From:** Dong Kim <~~dk0315@gmail.com~~>  
**Sent:** Thursday, April 02, 2015 9:19 AM  
**To:** TwoYearProgram  
**Subject:** Transportation Projects Comments

Hello,

I'm just voicing my opinions / comments with regard to transportation projects that should receive funding.

1. Widening of Route 28 from Manassas Park to I-66 in Centreville

## Camela Speer

---

**From:** FCohn22309@aol.com  
**Sent:** Thursday, April 02, 2015 10:46 AM  
**To:** TwoYearProgram  
**Subject:** Fwd: Route #1

From: FCohn22309@aol.com  
To: TwoYearProgram@novaauthority.org  
CC: scottisnovelli@gmail.com  
Sent: 4/2/2015 10:36:27 A.M. Eastern Daylight Time  
Subj: Route #1

We have urged a widening of Route #1 to six lanes from Huntington to the Occoquan since the 80's. That we are now marked down for not being shovel ready is inexcusable. Both political and appointed representatives need to take immediate action so that the last sector for widening Route #1 is ready for construction, since on the basis of congestion we can surely complete. Level the field for the Mount Vernon District to compete for a badly needed improvement! The success of the Route #1 Multimodal study hangs on this construction.

Frank Cohn  
Transportation Commissioner, Mount Vernon District

## Camela Speer

---

**From:** Palmer, Robert C CTR DTRA J4-8C (US) <robert.palmer@trm.mil>  
**Sent:** Friday, April 03, 2015 7:49 AM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Robert C. Palmer

## Camela Speer

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**From:** [REDACTED]  
**Sent:** Friday, April 03, 2015 9:21 AM  
**To:** The Authority  
**Subject:** G.Krueger RE-sends comment re issue of widening of Richmond Hwy Rt. 1

I am resending this email because I inadvertently mis-identified our US Senator Kaine in my last sentence in the prior version.

Email: [REDACTED]

Subj: G.Krueger sends comment re issue of widening of Richmond Hwy Rt. 1

Friday April 3rd, 2015

1. My wife Jessica and I attended the public hearing last Tuesday evening at the South Fairfax Center - topics on the NVTa plans etc.
2. We have lived here in the Woodstone Housing area, near Huntley Meadows Park, since 1995. We have watched with great interest, and are affected often, by the developments and changes along Route 1, Richmond Highway.
3. We fully support the overwhelming sentiment of the speakers at the Tuesday March 31st hearing on the topic - that is "to have the County and NVTa press on with making the proposed expansion from Napper Road to Woodlawn" become a reality as soon as possible.
4. Alleviating congestion, making it easier for emergency crews (fire, rescue and ambulances) to traverse the area, providing more security for pedestrian traffic along the route, and smoothing the commute for countless workers both North and Southbound on Route 1, are all critical needs. Lets get on with it please.
5. Additionally, the issue of extending the Metro rapid transit system (sooner rather than later) all the way from Huntington to Fort Belvoir, did not get much attention at the March 31st meeting. It is our strong opinion that the Federal Government, mainly the DoD and Dept. of Army should be lobbied again and again to take care of its many employees commuting to work at Fort Belvoir - should be requested to do the right thing and to pony up the funding to extend that Metro system southbound to Ft. Belvoir NOW rather than years into the future.
6. How many medical specialists, living in Maryland, were re-assigned to Belvoir hospital due to BRAC closure of Walter Reed, must now commute by roadway across the Potomac to get to work each of five days per week? No doubt some of them will likely not re-locate their families to Northern Virginia, and they will instead find jobs elsewhere rather than face this (awkward at best) daily commute. That will mean the Army, and DOD will have to recruit new medical specialists to replenish the workforce at the new premier hospital. The "hidden costs" of this BRAC should be made clear to DoD planners and funding gurus and be appropriately lobbied through Congress to attend to this need in the short term. Doing it five-ten years into the future is **unacceptable** and much too late to head off this apparent and impending problem.
7. No doubt the Southbound Metro Southbound Yellow line extension is an issue for our new Congressman Don Beyer and our US Senators Kaine and Warner to advocate for.

Gerald P. Krueger, Ph.D., CPE  
and for Jessica A. Krueger as well.

4105 Komes Court  
Alexandria, VA 22306-1262

Email: [REDACTED]

Home phone: [REDACTED]

**Camela Speer**

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**From:** David <[REDACTED]@gmail.com>  
**Sent:** Friday, April 03, 2015 3:29 PM  
**To:** TwoYearProgram  
**Subject:** Funding for Construction of Western Entrance to Ballston Metro Station

To whom it may concern:

I am a long-time resident of Arlington's Bluemont neighborhood and I strongly urge the funding of the proposed western entrance to the Ballston-MU Metro station.

As Arlington County has stated in its CIP:

A west entrance will be closer and more convenient to the rapidly growing high-density, mixed-land use development occurring around the intersection of N. Glebe Road and N. Fairfax Drive *as well as adjacent neighborhoods west of Ballston*. The County's 1998 Ballston Metro Access Study projected an increase in patronage from approximately 21,300 to 36,500 by 2010 due to planned development in the area and assuming a west entrance. An estimated 38%, or roughly 14,160 weekday entries and exits, of the projected daily patronage will use the west entrance. Today the current entrance located at the east end of the station handles an average of about 24,000 entries and exits per weekday.

Further high density development west of Ballston, in areas such as Bluemont, will only contribute to an already worsening transportation situation in the intersections in and around the area of the Ballston-MU Metro station, and west on Wilson Blvd. past N. George Mason Drive. Funding of the western entrance would be consistent with the County's stated goals to reduce vehicular traffic, and it would further the objective to make Metro more convenient, accessible, and safer for people who live and work in the Ballston area.

Thank you for your consideration of my recommendation.



David Van Wagner







## Camela Speer

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**From:** Jim Walton <[REDACTED]@gmail.com>  
**Sent:** Friday, April 03, 2015 5:42 PM  
**To:** TwoYearProgram  
**Subject:** Project 8S

As a 51 year resident of Fairfax County from Annadale where I grew up, to Falls Church, to now Alexandria/Mt. Vernon for the last 20 years, I am writing to express my grave concern and surprise that Project 8S (Fairfax US 1 Richmond Highway, from Mt. Vernon Memorial Highway to Napper Road)) is not listed as "Recommended" in the "Proposed Highway Projects for the DRAFT NVTa Two Year Program (FY2015-2016)"

Over the past 35 years that I have been driving though-out the Northern Virginia region, with my family, friends, work and recreational activities spread across the region (from all parts of the Potomac River, from Mount Vernon to Woodbridge and Dumfries, to Sterling and Leesburg, to Centreville, to Arlington, to Crystal City and Rosslyn, to McLean and Great Falls), I have seen no area ignored as much as this section of highway by the state.

This section of Richmond Hwy has been neglected for decades. There are photo's from the 50's of the highway that look like black and white

photos of today. Traffic flow is poor and highly mismanaged, It is one of Virginia's most deadly sections of road to pedestrians and most- dangerous to vehicle traffic. In fact, a former Mount Vernon Police commander recommended citizens take buses the wrong way and stay on the bus for miles until its return trip to the other desired direction in order to avoid crossing the under 50' 4 lane highway.

Along this urbanized stretch of highway, there are limited sidewalks, no pedestrian refuges, no structured turn lanes along with non-existent turn lanes, hap-hazard curb cuts, where curbs even exist, and very little mass-transit/bus travel accommodations. There are even very deep and dangerous storm ditches within a few feet of the road. (See decade old photos at <http://metroped.org/sc/index.htm#Problem> ) This mix greatly impedes traffic flow, causes drivers to make dangerous entry and exits decisions to/from Richmond hwy and constantly jeopardizes the life and safety of the our citizens using the highly traveled corridor.

Furthermore, while threatening the safety of the citizens traveling through the area, these issues highly stunt the much needed and highly potential local and regional economic growth .

It is clear that the NVTa scores and the HB599 rating failed to adequately rate what is obvious to any traveler down the "8S" corridor and those rankings should not be blindly followed. Good judgement must be used as well. It is also clear the many of the recommendations do not take into account currently on-going projects for local improvements, creating essentially a "double dipping" for many of those recommendations.

These issues have been around decades and well before problems even existed for most of the recommended projects. The Northern Virginia Transportation Authority did not create this problem, but has indeed, inherited it. Now, the Authority has the ability and responsibility to rescue this section from these decades of neglect. Adding Project 8S to the recommended list is fair and the right decision. This will make for a safer and better economic future for both local citizens and those just traveling through the area.

Please feel free to contact me if you would like additional information or clarification.

Jim Walton

[REDACTED]

Alexandria, VA 22304

[REDACTED]

**Camela Speer**

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**From:** [REDACTED]  
**Sent:** Saturday, April 04, 2015 4:27 PM  
**To:** TwoYearProgram  
**Subject:** Comments on NVTAs draft Two Year Program (FY2015-2016)

Comments on NVTAs draft Two Year Program (FY2015-2016)

Date: 4 April 2015  
To: twoyearprogram@thenovaauthority.org  
From: [REDACTED]

Thank you for holding the public hearing on 31 March 2015 at the South County Government Center. I live near Fort Belvoir and your hearing was the first I heard about the NVTAs proposed regional transportation projects for fiscal years 2015 and 2016. Given the turn-out at the meeting, this apparently was the case for a multitude of residents in this part of the county.

I was deeply disappointed to learn that project 12 (for some reason, also known as project 8S), US 1 Richmond Highway from Mt. Vernon Memorial Highway to Napper Road, did not make the cut even though its HB599 rating was much higher than 13 of the 18 projects that did make it as recommended. This is incredulous!

The traffic and congestion on US 1 caused by the 70,000-plus drivers going to and from Fort Belvoir each day is unbelievable. A large number of these commuters bear license plates from Maryland and DC. These commuters to the fort do not like sitting in traffic, either, even though they are the cause of it. They do what I do, and use alternate routes that avoid US 1 as much as possible. As a result, the George Washington Memorial Parkway and the Mt. Vernon Memorial Highway have become major commuter routes with horrifically deteriorating roadbeds.

The section of US 1 Richmond Highway from Mt. Vernon Memorial Highway to Napper Road is a choke-point. It desperately needs to be widened to 6 lanes to help ease the overwhelming traffic and congestion. I urge you to reconsider the ranking of this project so it becomes one of the recommended projects for the two year program (FY2015-2016).

Michele Aubry  
[REDACTED]  
[REDACTED]  
Alexandria VA 22309



## Camela Speer

---

**From:** jsimmurray@cox.net  
**Sent:** Sunday, April 05, 2015 10:54 AM  
**To:** TwoYearProgram  
**Subject:** US1 and the Project 8S Corridor

Please fully fund the improvements to US1, a long neglected and increasingly important roadway and Project #8S.

This is very important for the community and growth to this side of the County.

Thank you.

Jim and Sherry Murray

1203 Lyndale Drive

Alexandria, VA 22303

jsimmurray@cox.net

## Camela Speer

---

**From:** Robin McEneaney <Robins75va@post.com>  
**Sent:** Sunday, April 05, 2015 12:02 PM  
**To:** TwoYearProgram  
**Subject:** NVTa Two Year Program Public Comments

Dear NVTa,

I am writing to express my support of several projects in your two year program. As a resident of Alexandria I strongly support the funding for the Potomac Yard metro station 8t and the west end transitway 9j as well as other projects in the region including the route 1 widening in Fairfax County 8s and all of the vre improvements and the 8 car train power for metro.

I hope in future years the NVTa can fund more mass transit projects and help fund many needed improvements for metro including new 8 car trains because the current metro system is a failure and there are breakdowns of trains and tracks daily. I have used metro for over 8 years and now travel to Tysons Corner daily because of my employer moved their offices from downtown to Tysons because of the silver line so I travel from Braddock Road to Tysons daily, a trip which is over one hour on metro in the morning and afternoon without delays and with delays it can take nearly close a hour and a half to two hours. There needs to be more funding for the metro system but at the same time this region needs to look at other methods from more and better mass transit to more teleworking as for me it is quicker and cheaper for me to drive on the tolled roads on 495 than to use mass transit and I actually feel guilty driving as we try to live a car lite lifestyle but it is hard to do living in Alexandria due to poor bus services though we live next to the Braddock Road metro the buses do not take us to where we want to go and are slow so we are mainly metro rail dependent but do appreciate the new metroway service because it has made it easier to get to Target by mass transit but in general driving has become a better option than metro which is sad. The good is that my employer is now offering telework which really helps as well. With such poor regional mass transit service it is difficult to live car free or car lite unless you are in DC or parts of Arlington or even now in Tysons Corner. I think VRE can play an even more important travel mode if it was able to run trains more frequently and on the weekend. It would be great for VRE and MARC to offer cross regional services from Alexandria to Baltimore. I think VRE's ridership would grow if it was more convenient and operated like the services in Maryland, Philadelphia and New York-New Jersey. It is amazing that this region of millions lacks feasible mass transit. I hope too that there will be a mass transit option like a light rail or extended metrorail from National Harbor to Alexandria in the future which could use funding from the NVTa to connect to dynamic regional places. I want to thank the NVTa for the opportunity to provide comments and thank all those who have worked to get this program complete from the staffs of NVTa and the other organizations and all the NVTa jurisdictions.

Robin McEneaney

## Camela Speer

---

**From:** Marty Ditmeyer <msditmeyer@gmail.com>  
**Sent:** Sunday, April 05, 2015 6:09 PM  
**To:** TwoYearProgram  
**Subject:** Funding for Route 1 improvements

I urge the NVTa to include project 8S, the improvements to U.S. Route 1, Richmond Highway from Mount Vernon Memorial Highway to Napper Road as part of the Two Year Program as outlined in Project #8S to improve the Route 1 Corridor.

We live near Fort Belvoir and have experienced the remarkable growth in traffic over the past few years--a situation that is not going to improve until some of the basic transportation issues are dealt with.

Thank you for your consideration

--

*Marty Ditmeyer*



## Camela Speer

---

**From:** Becky Primeaux <bepprim2012@gmail.com>  
**Sent:** Sunday, April 05, 2015 9:46 PM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
[NAME]

## Camela Speer

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**From:** Kirsten Lynch [lynch110120@gmail.com](mailto:lynch110120@gmail.com)  
**Sent:** Monday, April 06, 2015 6:44 AM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,  
Kirsten Smith

## Camela Speer

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**From:** Hemal Patel <hemal87@hotmail.com>  
**Sent:** Monday, April 06, 2015 7:30 AM  
**To:** TwoYearProgram  
**Subject:** NTA Pick the Projects comments

Dears Sirs

With reference to the town hall meeting on 31st March and call for comments on the 2015/16 two year program, please see my comments below.

Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd, which I believe is called Project 2C in draft two year NVTa project program, is a critically import link to complete the Loudoun County Parkway.

Currently with the Loudoun County Parkway (LCP) ending south of Ryan Road, traffic is sent though lower Ashburn and Brambleton down Ryan Road / Belmont Ridge Road / Evergreen Mills Road, back to LCP. This "diversion" leads to majority commuter traffic using roads that carve though school routes. There are daily incidents of drivers jumping beyond school buses, where children are loading and unloading.

The Evergreen Mills Road / Belmont Ridge Road lights suffer huge back ups north to the Arcola fire station. If and when there is a fire / EMT call, the traffic back will one cause an accident / conflict between the traffic queues and the emerging first responders.

In the west bound direction from LCP at Evergreen Mills through Brambleton, the Roadway is single lane, with no curbs, very little barrier offset and very poor pavement running surface. This road is used for commuter thoroughfare and this is leads to a lot of those regular drivers jumping through red/amber phases on the lights, which is an unsafe condition. Signal and pavement and striping improvements are badly in need, but the biggest item to remedy these items I raise above is to complete the LCP through Ashburn, properly connecting the 267 to 50 with a consistent two lane median separated road to current standards.

I appreciate that some of the LCP issues are driven by the housing developers who have not met or completed their commitments to sections of the LCP, Claiborne Parkway etc.

However the crux of the matter for VDOT, NVTa, Loudoun County etc., is that the above conditions are safety critical matters and should a school bus incident or first responder incident take place due to the lack of completion of the LCP, then this will be very hard to defend or explain.

Regards

Hemal B Patel MEng (Hons) CEng MICE MCIHT

## Camela Speer

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**From:** Kelly Marshall <kelly\_marshall@ascd.org>  
**Sent:** Monday, April 06, 2015 9:54 AM  
**To:** TwoYearProgram  
**Subject:** Fund Project 8S: US 1/ Richmond Highway

Dear Northern Virginia Transportation Authority staff,

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

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

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

Thank you for your consideration,

Kelly Marshall

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## Camela Speer

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**From:** Meg <meorishel@gmail.com>  
**Sent:** Monday, April 06, 2015 11:44 AM  
**To:** TwoYearProgram

Dear Northern Virginia Transportation Authority staff,

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

- It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief
- Fort Belvoir is planning for up to 56,000 workers to be on the installation's main post and northern area by 2030, further worsening traffic congestion
- Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance
- Richmond Highway does not have any dedicated bicycle lanes to support cyclists

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

Thank you for your consideration,

Meghan



## Camela Speer

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**From:** Jon Lindgren <jlindgren@nvbia.com>  
**Sent:** Monday, April 06, 2015 11:49 AM  
**To:** TwoYearProgram  
**Cc:** 'Nancy Hiteshue'; Rick Entsminger  
**Subject:** NVBIA Comments on NVT Authority FY15-16 Two Year Program  
**Attachments:** FY15-16 Two Year Program Support Letter.pdf

Attached please find a letter detailing comments from the Northern Virginia Building Industry Association on the FY15-16 Two Year Program.

If you have any questions, please don't hesitate to contact me.

Thanks,

Jon

### Jon W. Lindgren

Executive Vice President  
Northern Virginia Building Industry Association  
3684 Centerview Drive, Suite 110  
Chantilly, VA 20151

703.953.3523 (direct)

571.220.0839 (mobile)





April 6, 2015

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

Dear Chairman Nohe:

The Northern Virginia Building Industry Association (NVBIA) represents 570 local and regional businesses and more than 10,000 of their employees. Transportation is important not only to the viability of the building industry and its employees, but also to each and every family who choose to call Northern Virginia home.

Long-term regional and statewide transportation funding has been a long-standing priority of the Northern Virginia business community and as part of that commitment, NVBIA supported HB 2313.

It is important to the business community—and most importantly the taxpayers of Virginia—that these revenues be invested in regional transportation projects that best reduce congestion and most-directly affect people's daily lives for the better.

In this regard, NVBIA urges you examine the draft FY15-16 project list and focus regional tax dollars on projects with the greatest regional significance. Top priority should be given to regional highway projects making congestion reducing improvements to major arterials, primary roads and parkways and to regional transit projects that make capital investments to expand service with documented need.

Unfortunately, the proposed FY15-16 project list is primarily comprised of local projects that rate fairly low in their congestion reduction ability or local transit projects that have not been rated to show their ability to reduce congestion. Additionally, and perhaps most disconcerting, many projects that have the most regional significance – such as improvements to I-66 – do not appear on the list.

In terms of projects that do appear on the draft project list, NVBIA supports funding for the following:

- Route 28 widening in Prince William, Manassas and Fairfax County to I-66
- Route 28 bypass study
- Route 1 widening both in Prince William and Fairfax County
- Fairfax County Parkway Improvements study
- Loudoun County Parkway extension to U.S. 50
- 8-car Metro Train power upgrades
- Connector Bus Service Expansion for 22 new buses and routes
- Innovation Center Metrorail Station construction
- Potomac Yard Metrorail Station

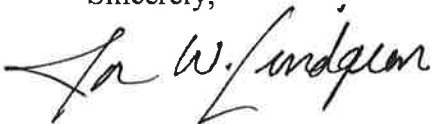
Also important to keep in mind is that HB 2313 does not require the Authority to spend all funds in the year collected. To that end, NVBIA believes it is prudent to limit the FY 2015 – 2016 two year projects to those that have shown to provide the most congestion reduction relative to cost, and to then hold a substantial balance of funds in reserve until other projects of greater regional significance are ready for construction. It's how well these dollars are invested, not how fast that matters most.

We also believe that both highway and transit projects must be evaluated for congestion reduction and are concerned that hundreds of millions of dollars are recommended for transit projects that have yet to be rated. Again, it would be prudent to set aside more money until all proposed investments can be fully evaluated.

Passage of HB 2313 created exciting opportunities for Northern Virginia to address its transportation crisis. It also carries with it a great responsibility to invest those funds in projects and services that do the most to reduce congestion in this area and to have a regional investment program with a more long-term perspective

NVBIA greatly appreciates your consideration of these critical projects and also of the vision for how this program and its funds are implemented going forward, as we truly believe all of these items taken in total play a crucial role in the success of our region's long-term transportation needs.

Sincerely,



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

## Camela Speer

---

**From:** John <jkohout@comcast.net>  
**Sent:** Monday, April 06, 2015 3:57 PM  
**To:** TwoYearProgram  
**Subject:** Top Two Year Program Priority

Gentlemen:

The number one priority among the 27 Northern Virginia highway projects should be project 12, the widening of US 1 Richmond Highway from Mount Vernon Memorial Highway to Napper Road.

This last remaining four-lane bottle-neck on Route 1 between the City of Alexandria and the widened stretches of Route 1 farther to the south backs up traffic during rush hours and increasingly sees traffic jams during all open hours of commercial establishments along Richmond Highway. Its present configuration has long been recognized to constitute a grave safety hazard to vehicular, pedestrian and bicycle movement in the Mount Vernon area. There are regular fatal pedestrian accidents.

With the widening program now underway adjacent to Fort Belvoir, early completion of the Mount Vernon Memorial Highway to Napper Road segment of Route 1 is all the more important to handle increasing traffic to, from and through the Fort Belvoir area and points south.

The environmental importance of widening Route 1 is significant to all of Northern Virginia. As an aging development corridor Route 1 should be seen as an opportunity for "brown fields" redevelopment rather than facilitation of new development of natural lands which characterize many competing proposals farther to the west.

Development pressures on Mount Vernon neighborhoods from the National Capital area are increasing. Evidence is seen clearly in the form of increasing commuter traffic reflecting the numbers of area workers who cannot afford to live closer in to DC, but are forced to live in Prince William County, Stafford County or points south. Further evidence comes on the form of the number of Maryland and DC license plates one sees at commercial establishments along Route 1 in Fairfax County.

Failure to move Route 1 widening to top priority will condemn this area to the same status as the New York Avenue corridor in northeast DC and Prince George's County—perpetual bottleneck and blight.

John Kohout

824 Wayneswood Boulevard  
Alexandria, VA 22308

## Camela Speer

---

**From:** Jim McCracken <jim.mccracken@va.gov>  
**Sent:** Tuesday, April 07, 2015 7:14 AM  
**To:** TwoYearProgram  
**Subject:** Project 12 - Rt 1 widening

I believe that the NTVA rating for Rt 1 has errored in the congestion relief and regional connectivity categories.

Rt 1 is the vital arm of the travel triangle of I-95 - I-495 - Rt 1, and for better or worse, Rt 1 is the relief valve for traffic congestion/disruptions on I-95 or I-495.

Thousands of commuters know that Rt 1 is available as the only continuous route going north or south. There is no alternative route west of the I-95 - I-495 corridor that serves as effectively.

With the northern portion of Rt above Napper Rd three lanes in both directions, and with Rt 1 below Jeff Todd Way being widened by federal government funding, the portion of Rt 1 covered by this Project 12 is the "weak link" in that vital travel corridor of I-95 - I-495 - Rt 1.

Widening this segment should therefore be critical for congestion relief and worthy of a higher rating.

Likewise, Rt 1 as a part of the I-95 - I-495 - Rt 1 travel triangle is the only route on the NTVA list of projects that connects Maryland, via the WW Bridge, to Prince William County and points south in Virginia.

No other project has such regional connectivity. Rt 1 has several wide east-west routes that connect it to I-95 at the south end that further reinforce the regional connectivity importance of Rt 1 and should enhance the importance of widening the Project 12 section of Rt 1 to support and strengthen that connectivity ability of Rt 1.

James B. McCracken

## Camela Speer

---

**From:** Matt Dykstra <mtdykstra@gmail.com>  
**Sent:** Tuesday, April 07, 2015 9:38 AM  
**To:** TwoYearProgram  
**Subject:** Support for East Elden Street project in Herndon

To whom it may concern:

I would like to indicate my support for the proposed East Elden Street project in Herndon. This area is currently one of the most intimidating roads in Herndon for anyone not in a vehicle, but contains many destinations that could be reached on foot or by bike if the infrastructure was less hostile.

The proposed project will make it easier for local residents to access many of the stores and restaurants along East Elden street safely, thereby reducing vehicle use for short trips. It will also enhance safety for those taking public transit; there are multiple stops along this stretch of road.

Additionally, the road's intersection with the Fairfax County Parkway Trail, Sugarland Run Trail, and the W&OD Trail mean that adding safe infrastructure will help connect three well-used recreational/commuter trails and provide easy access to many local businesses for those passing through.

For these reasons, I believe this improvement should be fully funded within the FY2015-2016 two-year program.

Thank you,

Matt Dykstra  
Town of Herndon Resident  
Member, Herndon Pedestrian and Bicyclist Advisory Committee

## Camela Speer

---

**From:** Eleanor Quigley <canda4trees@gmail.com>  
**Sent:** Tuesday, April 07, 2015 10:11 AM  
**To:** TwoYearProgram  
**Subject:** Route 1 corridor in Northern Virginia -- Fund it!

This requests that you reconsider the priority you gave to the Route 1 improvements in Fairfax County. As a 34 year resident of the area, the Route 1 corridor is a congested, and often dangerous, road to drive. I believe that the low income residents need the proposed improvements and request that the Northern Virginia Transportation Authority reconsider its prioritization and ensure funding for the Route 1 Corridor.

Thank you.

Eleanor Quigley

703.655.0223

## Camela Speer

---

**From:** Steve Ditmeyer [sditm@nvt.com](mailto:sditm@nvt.com)  
**Sent:** Tuesday, April 07, 2015 11:22 AM  
**To:** TwoYearProgram  
**Subject:** Inclusion of Project 8S in the Two-Year Program for Transportation Improvements in Northern Virginia

To Members of the Northern Virginia Transportation Authority,

I am writing on behalf of my fellow members of the Wellington Heights Community Association to sincerely and humbly request that Project 8S, improvements for US 1 - Richmond Highway, be included in the Authority's Two-Year Program. The continuing failure to widen and upgrade the road between Mount Vernon Memorial Highway and Napper Road to the same standards that will exist both north and south of those locations is, in our view, quite unconscionable and is having an adverse effect on the quality of life in the eastern part of Fairfax County. The growth of employment at Fort Belvoir has brought an urgent need for the upgrading to occur.

We hope that you will give our request and the request of Supervisor Gerry Hyland dated March 31, 2015, all due consideration and find the courage to incorporate Project 8S in your Two-Year Program.

Respectfully submitted,  
Steven R. Ditmeyer

Representative of the Wellington Heights Community Association to the Transportation Committee of the Mount Vernon Council of Community Associations



## Camela Speer

---

**From:** Brian D. Leclair <brianleclair@gmail.com>  
**Sent:** Tuesday, April 07, 2015 2:06 PM  
**To:** TwoYearProgram  
**Cc:** Mt. Vernon BOS Email; leadist@fairfaxcounty.org; Delegate Scott Surovell; district36@senate.virginia.gov  
**Subject:** Please Fund Project 8S

Chairman Nohe and Honorable Members,

I am a Mount Vernon resident who lives along the Richmond Highway corridor. I am fully in favor of Project 8S and I ask that you please approve Project 8S for full funding. Route 1 is in dire need of widening and infrastructure improvements. Richmond Highway cannot currently handle the tremendous traffic volume carrying commuters from the Beltway and Alexandria City to the north to Fort Belvoir and Prince William County to the south.

Like many Mount Vernon and Lee residents, my wife and I are often forced to avoid Richmond Highway due to its clogged and congested nature. It is slowed with heavy traffic both day and night, weekday and weekend. There is seldom any relief, which is putting a greater burden on the George Washington Memorial Parkway, a roadway that was not intended to handle an ever-increasing traffic load.

Fort Belvoir already employs tens of thousands of personnel and it will be growing even larger in coming years. Added to that is the new base hospital and Army museum that will be drawing many more cars to Route 1. Plus, the Mount Vernon Estate and Woodlawn Plantation remain popular historical attractions that attract a great many visitors each year, many of whom travel along Richmond Highway.

These are all reasons why we need Richmond Highway widened now. What is even more important is the fact that Project 8S will prepare the Route 1 corridor for a Metro extension in coming years. This crucial public transit improvement is long overdue and we finally have a chance to get closer to the goal via Project 8S. Road widening is critical in the present, but since we cannot continue to add lanes every few decades, we must prepare this heavily traveled corridor for public transportation.

This is not a matter of "want" versus "need." Mount Vernon and Lee do, in fact, need Project 8S. Richmond Highway desperately needs this project and I urge you to make it a reality. Businesses on Route 1 are suffering from traffic congestion. Residents' quality of life is impacted negatively from traffic congestion. Our watersheds and storm water runoffs are in appalling condition and in need of the infrastructure improvements and modernization that Project 8S will bring. This can be a powerful first step in the revitalization of Mount Vernon and Lee similar to how NVTa has assisted northern and western Fairfax County for many years. Please fully support Project 8S. Please invest in the South County area.

Sincerely,

Brian Leclair

802 E Beckman Place

Mount Vernon, VA 22081

## Camela Speer

---

**From:** Jeff Lybrand <jlybrand@gmail.com>  
**Sent:** Tuesday, April 07, 2015 3:50 PM  
**To:** TwoYearProgram  
**Subject:** Regional Transportation Projects

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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

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

Sincerely,

Jeff Lybrand

mailto:[jlybrand@gmail.com](mailto:jlybrand@gmail.com) Cell: [703-282-3169](tel:703-282-3169) Voice Mail: [703-539-5869](tel:703-539-5869)

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## Camela Speer

---

**From:** Ashton Hogge <[REDACTED]>  
**Sent:** Tuesday, April 07, 2015 3:50 PM  
**To:** TwoYearProgram  
**Cc:** Ashton Hogge

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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

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

*Sincerely,*

**Ashton Hogge,**  
**Realtor® & Sales Associate,**  
**Weichert Realtors,**  
**[REDACTED]**  
**[REDACTED]**  
**[REDACTED]**  
**[REDACTED]**  
**[REDACTED]**  
**Email: [REDACTED]**

## Camela Speer

---

**From:** Abdullah Alyamani <alyamani@nrs.com>  
**Sent:** Tuesday, April 07, 2015 3:52 PM  
**To:** TwoYearProgram  
**Subject:** Comment Now on Regional Transportation Projects

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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

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

Sincerely,

Abdullah Alyamani M.B.A,  
PropLocate Realty  
Top Producer  
Licensed in DC, MD & VA  
O (703) 538-1113  
F (703) 538-1345  
C (703) 362-0498

## Camela Speer

---

**From:** John Edelmann <[jedelm@mls.com](mailto:jedelm@mls.com)>  
**Sent:** Tuesday, April 07, 2015 3:53 PM  
**To:** TwoYearProgram  
**Subject:** Transportation Planning

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

- Re-start of Arlington-Skyline Tram for the Columbia Pike Corridor
- 8-Car Metro Train Capacity Upgrades
- Route 28 and Route 1 Widening;
- Route 28 Bypass Study;
- Fairfax County Parkway Improvements Study;
- Loudoun County Parkway Extension to U.S. 50;
- Connector Bus Service Expansion; and
- Metro Station Construction at Innovation Center and Potomac Yard

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

Sincerely,

John Edelmann  
The Edelmann Love Group  
Residential & Commercial Brokerage  
International President's Elite Team  
Coldwell Banker Residential Brokerage-Georgetown

[jedelm@mls.com](mailto:jedelm@mls.com)

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[www.edelmannlove.com](http://www.edelmannlove.com)

**From:** BrianS <brian@teamworkstrc.com>  
**Sent:** Tuesday, April 07, 2015 3:53 PM  
**To:** TwoYearProgram  
**Subject:** Funding

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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- 8-Car Metro Train Capacity Upgrades;
- Connector Bus Service Expansion; and
- Metro Station Construction at Innovation Center and Potomac Yard

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

Sincerely,

Brian J. Schantz  
Real Estate Broker  
McLean, Virginia

## Camela Speer

---

**From:** [scott.polly.13@gmail.com](mailto:scott.polly.13@gmail.com)  
**Sent:** Tuesday, April 07, 2015 3:51 PM  
**To:** TwoYearProgram

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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- 8-Car Metro Train Capacity Upgrades;
- Connector Bus Service Expansion; and
- Metro Station Construction at Innovation Center and Potomac Yard

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

Sincerely,

Scott Polly, Realtor  
Century 21 Redwood Realty

Sent from Windows Mail



## Camela Speer

---

**From:** Martha Acebedo <[REDACTED]>  
**Sent:** Tuesday, April 07, 2015 4:04 PM  
**To:** TwoYearProgram  
**Subject:** REGIONAL TRANSPORTATION

Dear Chairman,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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- 8-Car Metro Train Capacity Upgrades;
- Connector Bus Service Expansion; and
- Metro Station Construction at Innovation Center and Potomac Yard

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

Sincerely,

--

*"Your agent today... your friend forever..."*

**Martha H. Acebedo**

**ABR, CRS, GRI, CDPE.**

**RE/MAX Allegiance**

**License in VA, MD & DC**

[REDACTED]

[REDACTED] 0

**Direct:** [REDACTED]

**Cell:** [REDACTED]

**Fax:** [REDACTED]

## Camela Speer

---

**From:** Elizabeth Stone <[elizabeth@homehappy.com](mailto:elizabeth@homehappy.com)>  
**Sent:** Tuesday, April 07, 2015 4:07 PM  
**To:** TwoYearProgram  
**Subject:** Realtor Opinion Transportation!

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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- **Connector Bus Service Expansion; and**
- Metro Station Construction at Innovation Center and Potomac Yard

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

Best,  
Elizabeth

**Elizabeth Stone | Realtor & Co-Founder**  
RE/MAX Allegiance | Home Happy Group

(703) 303-9481 | [www.homehappy.com](http://www.homehappy.com)



## Camela Speer

---

**From:** Tom Meyer <tom@condo1.com>  
**Sent:** Tuesday, April 07, 2015 4:17 PM  
**To:** TwoYearProgram  
**Subject:** Transit Projects

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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

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

Sincerely,

Thomas K. Meyer, President  
Condo 1, Inc.

-----  
**Thomas K. Meyer, President**  
**Condo 1, Inc.**  
**3240 Wilson Blvd., Suite #120**  
**Arlington, VA 22201**

## Camela Speer

---

**From:** Peter Schlossberg, Realtor [REDACTED]  
**Sent:** Tuesday, April 07, 2015 4:16 PM  
**To:** TwoYearProgram  
**Subject:** Transportation Funding Package

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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- Loudoun County Parkway Extension to U.S. 50;
- 8-Car Metro Train Capacity Upgrades;
- Connector Bus Service Expansion; and
- Metro Station Construction at Innovation Center and Potomac Yard

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

Sincerely,

**Pete**

### **Peter Schlossberg**

Associate Broker

RE/MAX Allegiance

5100 Leesburg Pike #200

Alexandria, VA 22304

703-699-7342 Cell

703-699-7342 Fax

[www.PeterSchlossberg.com](http://www.PeterSchlossberg.com)



## Camela Speer

---

**From:** Realtor Bruce Peters <callbruce@now.com>  
**Sent:** Tuesday, April 07, 2015 4:18 PM  
**To:** TwoYearProgram  
**Cc:** channon4749@aol.com  
**Subject:** suggestions to stop transportation gridlock

Dear Chairman Nohle:

Here are my suggestions, based upon 40 years residency in Fairfax County.

Increase pedestrian walking and bike routes. Some routes could be along power transmission lines, where there are already jeep trails and sometimes even paved paths.

Pedestrian infrastructure, like the W&OD trail, GW bike path, etc. add value to properties, increase nature habitat, provide recreational / exercise opportunities and reduce traffic congestion.

We cannot keep building more roads. Route 28 and 66 have been widened, time and again, and they are still a nightmare. Each single occupant car takes up the space of at least 6 bicyclists.

Ban cell phone use in cars. Distracted drivers are slow and often oblivious to changes around them. Distracted drivers cause accidents, resulting in delays, and are very slow to react to traffic moving faster - causing needless delays for everyone in their wake.

Human over-population, and population migration are the culprits with transportation gridlock. We could pave the entire globe and still have traffic congestion. "Rush hour" used to start at 5pm and end at 6pm, in the afternoon, and 8-9am in the morning.

The underlying issues are the culprits, and government officials have lacked the willpower to make substantive changes, for fear of upsetting anyone. So, we address transportation gridlock with band aid remedies like destroying more wildlife habitat, to make room for more people and more cars, again and again.

Sincerely,

Bruce Peters  
Alliance Realty Group  
3052 Sidlaw Hills  
Bedford, VA 20109  
703-742-9755 (M)  
802-841-4707 (C)  
<http://www.CallBruceNow.com>  
Licensed: Virginia

On Facebook: <https://www.facebook.com/CallBruceNow>

## Camela Speer

---

**From:** Lorraine Arora <LArora@weichertrealtors.net>  
**Sent:** Tuesday, April 07, 2015 4:25 PM  
**To:** TwoYearProgram  
**Subject:** transportation project

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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

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

Best Wishes  
Lorraine Arora  
Managing Broker  
Weichert Realtors  
Fair Oaks Branch  
2098 Fair Ridge Dr.  
Fairfax, VA 22033  
703-934-0400

People, Passion and Product; what Weichert is about!

## Camela Speer

---

**From:** Peggy Hamaker [REDACTED]  
**Sent:** Tuesday, April 07, 2015 4:29 PM  
**To:** TwoYearProgram  
**Subject:** Regional Transportation Proects

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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

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

Sincerely,

Peggy Hamaker  
Realtor®

*Peggy*

**Peggy Hamaker, Realtor®**

**The KDH Team**

**Buck & Associates, Inc.**

**Arlington, Virginia**

**Licensed in Virginia**

**[REDACTED]**

**[REDACTED]**

**[REDACTED]**

## Camela Speer

---

**From:** Rani Covington <ranicov@gmail.com>  
**Sent:** Tuesday, April 07, 2015 4:32 PM  
**To:** TwoYearProgram  
**Subject:** Regional Transportation Projects

Dear Chairman Nohe,

As a Realtor® in NOVA for nearly 30 years, I talk to people moving to and within Northern Virginia every day. One of their primary concerns, besides the cost of housing, is congestion and travel time both workdays and weekends throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. Please reexamine the draft project list and refocus our tax dollars on projects carrying the greatest regional and long-term significance toward congestion relief. These projects include:

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

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

Sincerely,

Rani Covington, REALTOR  
RE/MAX Allegiance

Rani Covington | RE/MAX Allegiance | [ranicov@gmail.com](mailto:ranicov@gmail.com) | 703.989.6963



## Camela Speer

---

**From:** Mary Comegys <mcomegys@gmail.com>  
**Sent:** Tuesday, April 07, 2015 4:38 PM  
**To:** TwoYearProgram

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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

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

Sincerely,  
Mary Jane Comegys  
Weichert Realtors

703-273-5993

## Camela Speer

---

**From:** Kim Neff <[REDACTED]>  
**Sent:** Tuesday, April 07, 2015 4:45 PM  
**To:** TwoYearProgram  
**Subject:** Regional Transportation Projects

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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

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

Sincerely,

*Kim Neff, ABR, SRES, Realtor*

*The - N - TEAM, LLC*

*AveryHess Realtors*

*[REDACTED]*

*Lic. In VA*

*[REDACTED]*

*[REDACTED]*

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Nothing in this email shall be deemed to create a binding contract to purchase/sell real estate. The sender of this email does not have the authority to bind a buyer or seller to a contract via written or verbal communications including, but not limited to, email communications.

**"The greatest compliment you can give me is a referral to your friends or family."**

## Camela Speer

---

**From:** Joshua Veverka <jveverka@NVAR.com>  
**Sent:** Tuesday, April 07, 2015 4:53 PM  
**To:** The Authority  
**Subject:** NVAR comments on projects to be funded in FY 2015-2016 Two-Year Program  
**Attachments:** NVTATwoYearProgramComments.pdf

Thank you for the opportunity to submit the attached comments on the proposed projects in the fiscal year 2015-2016 (FY2015-16) Two Year Program to be funded by regional revenues from House Bill 2313.

**Josh Veverka**  
Government Affairs Director  
Northern Virginia Association of Realtors®

8407 Pennell Street  
Falls Church, Virginia 22041  
703-207-1100



Takes You Further.™

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

April 7, 2015

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

Dear Chairman Nohe:

On behalf of the Northern Virginia Association of Realtors® (NVAR), an organization representing over 10,000 Realtor® members in the region, I am writing to you about the fiscal year 2015-2016 (FY2015-16) Two Year Program.

Long-term regional and statewide transportation funding has been a long-standing priority of the Northern Virginia business community and NVAR supported HB 2313. NVAR considers transportation one of its top priorities and improving our regional transportation network as essential for sustained regional prosperity and continued growth of the real estate market.

It is important to the business community, our legislators and, most importantly the public that is paying these taxes and fees, that these revenues be invested well on regional transportation projects that most reduce congestion.

In this regard, NVAR urges you to reexamine the draft FY15-16 project list and refocus regional tax dollars on projects with the greatest regional significance. Top priority should be given to regional highway projects making congestion reducing improvements to major arterials, primary roads and parkways and to regional transit projects that make capital investments to expand service with documented need.

Unfortunately, the proposed FY2015-16 project list is primarily comprised of local projects that rate fairly low in their congestion reduction ability or local transit projects that have not been rated to show their ability to reduce congestion. And many projects that have the most regional significance – such as improvements to I-66 – do not appear on the list.

In terms of projects that do appear on the draft project list, NVAR supports funding for the following:

- Route 28 widening in Prince William, Manassas and Fairfax County to I-66
- Route 28 bypass study
- Route 1 widening both in Prince William and Fairfax County
- Fairfax County Parkway Improvements study
- Loudoun County Parkway extension to U.S. 50
- 8-car Metro Train power upgrades
- Connector Bus Service Expansion for 22 new buses and routes
- Innovation Center Metrorail Station construction
- Potomac Yard Metrorail Station



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Fairfax Headquarters  
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Herndon, VA 20170  
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Department Phones  
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Education 703.207.3244  
Realtor® Shop 703.207.3215



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

We believe it is important to note that HB 2313 does not require the Authority to spend all funds in the year collected.

NVAR believes it is prudent and necessary to limit the FY2015-16 two year program to those projects that have shown to provide the most congestion reduction relative to cost and hold a substantial balance of funds in reserve until other projects of greater regional significance are ready for construction. It's how well these dollars are invested, not how fast that matters most.

We also believe that both highway and transit projects must be evaluated for congestion reduction and are concerned that hundreds of millions of dollars are recommended for transit projects that have yet to be rated. Again, it would be prudent to set aside more money until all proposed investments can be fully evaluated.

As Realtors®, we talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. Thankfully, passage of HB 2313 created exciting opportunities for Northern Virginia to address this transportation crisis. It also carries with it a great responsibility to invest those funds in projects and services that do the most to reduce congestion in this area and to have a regional investment program with a longer term perspective.

Thank you!

Sincerely,

Mary Bayat  
Chair of the Board



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National Association  
of REALTORS®

**Fairfax Headquarters**  
8407 Pennell Street  
Fairfax, VA 22031  
703.207.3200

**Herndon Center**  
520 Huntmar Park Drive  
Herndon, VA 20170  
703.207.3228

**Department Phones**  
Membership 703.207.3256  
Education 703.207.3244  
Realtor® Shop 703.207.3215

## Camela Speer

---

**From:** Chelle Gassan [REDACTED]  
**Sent:** Tuesday, April 07, 2015 4:56 PM  
**To:** TwoYearProgram  
**Subject:** Two Year Program for Congestion Relief

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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- Metro Station Construction at Innovation Center and Potomac Yard

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

Sincerely,

**Chelle Gassan**

Vice President

The Girls of Real Estate Team

**Cell:** [REDACTED]

**chelle@thegirlsofrealestate.com**

**Realty Real Estate**

**2020 K St., NW, Suite 600**

**Washington, DC 20005**

**www.thegirlsofrealestate.com**

Licensed in Virginia and Washington DC

[See Team Resume here](#)

## Camela Speer

---

**From:** emailreeneenow@gmail.com on behalf of Renee Greenwell <[renee@realestateinva.com](mailto:renee@realestateinva.com)>  
**Sent:** Tuesday, April 07, 2015 4:55 PM  
**To:** TwoYearProgram  
**Subject:** Regional Transportation Projects

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

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- Connector Bus Service Expansion; and
- Metro Station Construction at Innovation Center and Potomac Yard

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

Sincerely,

I look forward to working with you and providing you with amazing customer service. My goal is to do such a great job for you that you recommend me as your realtor of choice for friends and family.

*Renee Greenwell*

ASA Real Estate  
Powered by Keller Williams Realty

[105 W Broad Street](#)

[Suite 200](#)

[Falls Church, VA 22046](#)

[Renee@RealEstateInVA.com](#)

[202-341-4151](#)

[www.ArlingtonRecommendedRealEstate.com](#)

[And check out my blog on Arlington and Falls Church real estate!](#)

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## Camela Speer

---

**From:** Margaret Keagle <margaret.keagle@longandfoster.com>  
**Sent:** Tuesday, April 07, 2015 4:39 PM  
**To:** TwoYearProgram  
**Subject:** Comments on transportation projects

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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- 8-Car Metro Train Capacity Upgrades;
- Connector Bus Service Expansion; and
- Metro Station Construction at Innovation Center and Potomac Yard

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

Sincerely,

*Margaret Keagle*

571-332-5234  
<http://margaretkeagle.com>  
Long & Foster Real Estate  
400 King St  
Alexandria, VA 22314  
Licensed in VA  
Office: 703-685-0400

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## Camela Speer

---

**From:** Caporiccio, Madeline <mcaporiccio@mcenearney.com>  
**Sent:** Tuesday, April 07, 2015 5:13 PM  
**To:** TwoYearProgram  
**Subject:** transportation needs

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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- 8-Car Metro Train Capacity Upgrades;
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- Metro Station Construction at Innovation Center and Potomac Yard

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

Sincerely,

**Madeline Caporiccio**  
**Associate Broker**

McEneaney Associates  
Associate Broker

703-898-0002

Providing Reliable Real Estate Results!

Of all the people you know, who will be the next to move? Let me know and I will be happy to contact them.

(X)

## Camela Speer

---

**From:** Mary LaViolette-Ange [mla@mls.com](mailto:mla@mls.com)  
**Sent:** Tuesday, April 07, 2015 5:12 PM  
**To:** TwoYearProgram  
**Subject:** Comment on Two Year Program

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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- 8-Car Metro Train Capacity Upgrades;
- Connector Bus Service Expansion; and
- Metro Station Construction at Innovation Center and Potomac Yard

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

Sincerely,

*Mary LaViolette-Ange, MBA*

Realtor, GRI, ABR, CDPE  
Licensed in VA, MD & DC

### RE/MAX Allegiance

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[www.FineNorthernVirginiaHomes.com](http://www.FineNorthernVirginiaHomes.com)

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VA law requires all buyers working with a Realtor to have a written brokerage agreement. For more information, please, [CLICK HERE](#).

## Camela Speer

---

**From:** Diane Anthony <dianeanthony@mrisc.com>  
**Sent:** Tuesday, April 07, 2015 5:21 PM  
**To:** TwoYearProgram  
**Subject:** two-year transportation plan suggestions

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

Route 28 and Route 1 Widening;

Route 28 Bypass Study;

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

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

Sincerely,

Diane Anthony

Diane Anthony, RE/MAX Preferred Properties

300 W. Maple Avenue

Vienna, VA 22180

PHN: 703-255-9700 x310, Cell: 703-964-7659

FAX: 703-255-0328

## Camela Speer

---

**From:** Lyssa Seward <lyssaseward@gmail.com>  
**Sent:** Tuesday, April 07, 2015 5:49 PM  
**To:** TwoYearProgram  
**Subject:** Northern Virginia Transit concerns

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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

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

Sincerely,

Lyssa Seward  
NVAR Multi Million Dollar Club  
Marketing Consultant/Realtor  
Coldwell Banker Residential Brokerage  
Previews International  
340 King Street  
Alexandria, VA 22304  
(703) 298-0862  
[website](#) [Twitter](#) [Facebook](#) [Blog](#)  
[LyssaSeward@gmail.com](mailto:LyssaSeward@gmail.com)

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## Camela Speer

---

**From:** John Queeney <~~JohnQueeney@comcast.net~~>  
**Sent:** Tuesday, April 07, 2015 6:02 PM  
**To:** TwoYearProgram  
**Subject:** Regional Transportation Projects

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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

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

Sincerely,

**John Queeney**  
**Real Estate Investment Advisor**  
**Lifetime Top Producer**  
**Century 21 New Millennium**  
**Dare To Compare Team**  
~~703-262-0001 (direct)~~  
~~703-831-8962 (fax)~~  
~~www.JohnQueeney.com~~  
Licensed in DC, Maryland, Virginia and PA



Emails sent or received shall not create a binding contract or be considered acceptance of any terms until and unless a written contract is signed by the parties.

## Camela Speer

---

**From:** Pam McCoach <[REDACTED]>  
**Sent:** Tuesday, April 07, 2015 8:40 PM  
**To:** TwoYearProgram  
**Subject:** Regional Transportation Projects

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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

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

Sincerely,

Pam McCoach, CRB  
Associate Broker  
RE/MAX by invitation

Arlington, Virginia

Telephone: (703) 675-2700

E-Mail: [REDACTED]

E-mails sent or received shall neither constitute acceptance of conducting transactions via electronic means nor create a binding contract until and unless a written contract is signed by the parties.

We do business in accordance with the Federal & Virginia Fair Housing Law.

## Camela Speer

---

**From:** VIRGIL FRIZZELL <[REDACTED]>  
**Sent:** Tuesday, April 07, 2015 8:56 PM  
**To:** TwoYearProgram  
**Subject:** 2015-2016 Two-Year Program: please only invest in projects that will reduce congestion

Dear Chairman Nohe:

As a resident of Northern Virginia, a Realtor®, and Chair-Elect of the 11,000 member Northern Virginia Association of Realtors, I talk to people living in Northern Virginia every day.

One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

As you know, state law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief.

I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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

Thank you for the opportunity to comment.

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

Sincerely,

Virgil Frizzell

**VIRGIL FRIZZELL, Ph.D., MBA**  
**REALTOR®**

Licensed in Virginia  
SERVING NORTHERN VIRGINIA

Long & Foster Realtors®

[REDACTED]  
[REDACTED]

JOHN MASON

April 7, 2015

The Honorable Martin E. Nohe, Chairman, and  
Members of the Northern Virginia Transportation Authority  
3040 Williams Drive (Suite 200)  
Fairfax, Virginia 22031

In re: City of Fairfax Northfax Project

Dear Chairman Nohe and Authority Members:

The intersection of Route 50 and Route 123, located in the City of Fairfax, is the crossroad of two regionally significant highways, one on an east-west axis, the other on a north-south axis. The efficiency of this intersection is a critical link in the highway system of the region.

Currently, the cumulative impact on these two highly congested highways may result in backups of several miles. While the proposed project may not increase the number of lanes of roadway, ensuring that the intersection operates efficiently is definitely a congestion reduction measure that will lead to increased throughput capacity in a more efficient manner.

Given that this project has been a part of NVTA's long-range plan for some time (TransActions 2030 and 2040) and has been approved by the City and VDOT, and given the investment that has been made to this project, it is clearly a project of regional significance that merits your support. The City has \$20M "in the bank" ready to apply to this project.

Your approval of this project will be appreciated.

Yours sincerely,



John Mason

Cc: The Honorable R. Scott Silverthorne



## Camela Speer

---

**From:** David A Moya <agentdavemoya@gmail.com>  
**Sent:** Tuesday, April 07, 2015 10:36 PM  
**To:** TwoYearProgram  
**Subject:** House Bill 2313, the Transportation Funding Package

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

- Route 50 and Route 7 widening;
- I-66 Widening (inside beltway);
- Route 28 Bypass and Fairfax County Parkway Improvements Study;
- Loudoun County Parkway Extension to U.S. 50;
- 8-Car Metro Train Capacity Upgrades;
- Metro Station Construction at Innovation Center and Potomac Yard

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

Sincerely,

**David Moya**

Realtor - Team Leader

The MOYA Team | Keller Williams Realty

ABR | GRI | EcoBroker | ePRO

Licensed in VA, DC & MD

Phone: 703.397.4609 | Fax: 703.397.7410

Email: [David.Moya.REO@gmail.com](mailto:David.Moya.REO@gmail.com) | Web: [www.DaveMoya.com](http://www.DaveMoya.com)

## Camela Speer

---

**From:** Brian Shea <bjshea77@gmail.com>  
**Sent:** Tuesday, April 07, 2015 11:22 PM  
**To:** TwoYearProgram  
**Subject:** Fix Route 28

Route 28 from Manassas Park to Centreville (I-66) needs attention more than any other road in the entire state. The road cannot handle the current capacity (and the ever increasing amount of vehicles added from newly developed neighborhoods.) The traffic on the road has been bad for 15+ years and is no longer a reasonable option for commuting to points north or east of Manassas Park. Taking Yates Ford road to Fairfax to access larger highways, driving on tight - turning rural roads through Clifton is now a better option than getting stuck in 28's backups.

It's easier to leave Jiffy Lube Live parking lot after a sold out concert than to attempt traveling on 28 regularly. Very unfortunate. My only concern with civic leaders in this area is resolving route 28 to focus on major improvements that will see expanded capacity and decreased vehicle backups.

Sent from my iPhone

## Camela Speer

---

**From:** Carol Dorsey <[carolm8@aol.com](mailto:carolm8@aol.com)>  
**Sent:** Wednesday, April 08, 2015 2:20 AM  
**To:** TwoYearProgram  
**Subject:** Authority's proposed Two-Year Transportation Program

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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

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

Sincerely,  
Carol Dorsey

## Camela Speer

---

**From:** Kristen Mason Coreas <kmasoncoreas@gmail.com>  
**Sent:** Wednesday, April 08, 2015 7:27 AM  
**To:** TwoYearProgram  
**Subject:** Spending of Regional Transportation Funds

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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- 8-Car Metro Train Capacity Upgrades;
- Connector Bus Service Expansion; and
- Metro Station Construction at Innovation Center and Potomac Yard

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

Sincerely,

Kristen Mason Coreas

Direct/Text: 703-310-1866

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~~Falls Church, VA 22046~~  
~~703-333-1500~~

## Camela Speer

---

**From:** jeff@shearervahomes.com  
**Sent:** Wednesday, April 08, 2015 7:42 AM  
**To:** TwoYearProgram  
**Subject:** Use of House Bill 2313 Transportation Funding Package Funds

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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- Loudoun County Parkway Extension to U.S. 50;
- 8-Car Metro Train Capacity Upgrades;
- Connector Bus Service Expansion; and
- Metro Station Construction at Innovation Center and Potomac Yard

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

Thanks,  
Jeff Shearer  
*Opening doors to better lives.\**  
Licensed Virginia Realtor®  
Certified Negotiation Expert®  
(703) 615-0000

<http://www.ShearerVAHomes.com>

=====

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\*\*\*\*\*

## Camela Speer

---

**From:** Martha Fisseha <[REDACTED]>  
**Sent:** Wednesday, April 08, 2015 10:01 AM  
**To:** TwoYearProgram  
**Subject:** Concerning the two years program

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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

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

Sincerely,

Martha Fisseha  
Proplocate Realty  
REO Agent  
Licensed in  
DC, VA & MD

([REDACTED])

([REDACTED])

## Camela Speer

---

**From:** Ava Nguyen <ava.nguyen@gmail.com>  
**Sent:** Wednesday, April 08, 2015 10:06 AM  
**To:** TwoYearProgram  
**Subject:** Two Year Program

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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

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

Sincerely,

Ava

**AVA NGUYEN**

Westgate Realty Group, Inc. | [REDACTED] | 571-608-1100

**TOGETHER, we'll make it happen!**

**Camela Speer**

---

**From:** Breeze, Kelly <[REDACTED]>  
**Sent:** Wednesday, April 08, 2015 10:07 AM  
**To:** TwoYearProgram  
**Subject:** Comment on Regional Transportation Projects

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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- 8-Car Metro Train Capacity Upgrades;
- Connector Bus Service Expansion; and
- Metro Station Construction at Innovation Center and Potomac Yard

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

Sincerely,

Kelly Breeze

---

**Kelly Breeze, J.D.**  
REALTOR®  
*Licensed in VA*

**Coldwell Banker Residential Brokerage®**

[REDACTED]  
Cell: (703) 524-2100 | Office: (703) 524-2100 | Fax: (703) 524-9014  
Email: [REDACTED]  
[REDACTED]

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## Camela Speer

---

**From:** Hillary Morton <hillarym6@gmail.com>  
**Sent:** Wednesday, April 08, 2015 10:53 AM  
**To:** TwoYearProgram  
**Subject:** Transportation Relief

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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

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

Sincerely,  
Hillary Morton

--  
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The Koitz Group @ Urban Compass

## Camela Speer

---

**From:** Sharon Smith <sharonsmithselling@gmail.com>  
**Sent:** Wednesday, April 08, 2015 11:14 AM  
**To:** TwoYearProgram  
**Subject:** Comments regarding House Bill 2313, Transportation Funding Package

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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

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

Sincerely,  
Sharon Smith, Realtor  
Lic in VA  
KS Realty Group with Fairfax Realty of Tysons, Inc  
8250 Boone Blvd, Ste 300  
Tysons Corner, VA 22102  
(703) 785-4600

## Camela Speer

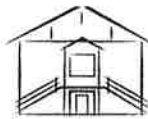
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**From:** ~~pamgrosvenor@gfca.org~~  
**Sent:** Wednesday, April 08, 2015 3:17 PM  
**To:** TwoYearProgram  
**Cc:** Tom Biesiadny; dranesville@fairfaxcounty.gov; district31@senate.virginia.gov; DelKMurphy@house.virginia.gov; Scott & Nancy Knight; Eric Knudsen; Pam Grosvenor  
**Subject:** Comment on NVTa Proposed FY2015-16 Project List  
**Attachments:** NVTa Proposed Project List for FY2015-16.pdf

Attached for your review and consideration is a letter from the Great Falls Citizens Association (GFCA) concerning the program of regional transportation projects proposed by the Northern Virginia Transportation Authority (NVTa) for FY2015-16. As noted in the letter, GFCA supports NVTa's inclusion of Project 1M, Route 7 Widening – Dulles Toll Road Bridge, as part of the larger plan to widen Route 7 from Jarrett Valley Drive to Reston Avenue.

Best regards,

Pam Grosvenor and Scott Knight  
Co-chairs, GFCA Transportation Committee



**GREAT FALLS**  
CITIZENS ASSOCIATION

7 April 2015

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

Re: FY2015-16 Two Year Program: Proposed Project List

On behalf of the Great Falls Citizens Association (GFCA), I would like to express our support for NVTA's inclusion of Project 1M, Route 7 Widening – Dulles Toll Road Bridge on the list of highway projects for FY2015-2016. The proposed \$13.9 million is an important part of the funding plan for the project, as shown in VDOT's Six-Year Improvement Program.

The Route 7 Widening Project (Reston Avenue to Jarrett Valley Drive), including the Dulles Toll Road Bridge, is of significant interest to the Great Falls community as Route 7 is one of the primary high-volume commuter routes between Tysons and points west. Widening will not only help to ensure that more traffic remains off of local roads, but also support the county's revitalization of the Tysons area as well as facilitate access to the new Silver line Metrorail stations and also the 495 Express Lanes.

GFCA appreciates NVTA's efforts to advance this project and looks forward to its completion.

Best regards,

M. Eric Knudsen  
President  
Great Falls Citizens Association

cc. Director Biesiadny, Supervisor Foust, Senator Favola, Delegate Murphy, Ms. Grosvenor and Mr. Knight (GFCA Transportation Committee)

## Camela Speer

---

**From:** Barbara Eisman <[barbaraeisman1@gmail.com](mailto:barbaraeisman1@gmail.com)>  
**Sent:** Thursday, April 09, 2015 4:57 AM  
**To:** TwoYearProgram  
**Subject:** Comment on Regional Transportaton Projects

**Importance:** High

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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

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

Sincerely,

Barbara Eisman  
Virginia, Washington DC and Maryland  
NBI Realty, LLC

~~8500 Executive Park Ave, Suite 100~~

~~Fairfax, VA 22031~~

~~Cell: 571-215-1143~~

~~Office: 703-256-6247~~

~~Fax: 703-256-3030~~

~~[Barbara.Eisman1@gmail.com](mailto:Barbara.Eisman1@gmail.com)~~

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## Camela Speer

---

**From:** muraji1 nakazawa <muraji1@msn.com>  
**Sent:** Thursday, April 09, 2015 8:57 AM  
**To:** TwoYearProgram  
**Subject:** Two Year Program

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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- 8-Car Metro Train Capacity Upgrades;
- Connector Bus Service Expansion; and
- Metro Station Construction at Innovation Center and Potomac Yard

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

Sincerely,

Roger

Roger Nakazawa  
CEO, Ubi 1 LLC  
Olympic Realty Inc.  
Associate Broker  
(703) 444-7000

## Camela Speer

---

**From:** Sara Rubida <SARA.RUBIDA@LongandFoster.com>  
**Sent:** Thursday, April 09, 2015 9:20 AM  
**To:** TwoYearProgram  
**Subject:** Northern Virginia Transportation Challenges

Dear Chairman Nohe

As a Realtor®, I talk to people moving to and within Northern Virginia every day (and of course, I have to get around every day). One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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

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

Sincerely,

*Sara Rubida*

Sara Rubida, Associate Broker, CRS, MBA, Notary [and Arlington resident]

Long & Foster, REALTORS

5001 Lee Highway, Arlington, VA 22207

Cell 703-568-7272 (468-SARA)

Office 703-281-9339, Fax 800-381-3241

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View listings, home buyer and seller resources, and more at [www.SaraRubida.com](http://www.SaraRubida.com)

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Corporate [http://www.longandfoster.com/About\\_Us/about\\_us.aspx](http://www.longandfoster.com/About_Us/about_us.aspx)

*Oh by the way, I'm never too busy for any of your referrals.*

## Camela Speer

---

**From:** Lauren Szymanoski ~~lszyman@outlook.com~~  
**Sent:** Thursday, April 09, 2015 10:30 AM  
**To:** TwoYearProgram  
**Cc:** Lauren Szymanoski; Ed  
**Subject:** Support for Project 8S

Hello,

As a 30-year resident of S. Alexandria who lives near the Route 1 corridor, I support and urge consideration for Project 8S, the widening of Rte. 1/Richmond Highway. Our area of Fairfax County has endured/suffered the longest period of neglect due to lack of appropriations for revitalization. As we are now attracting better businesses and (hopefully!) restaurants to this region, it is time to make these badly needed improvement to the transportation infrastructure.

Sincerely,

Lauren Szymanoski



## Camela Speer

---

**From:** Jennifer Burke <jennifer.burke@longandfoster.com>  
**Sent:** Thursday, April 09, 2015 1:05 PM  
**To:** TwoYearProgram  
**Subject:** Highway and Transit Project

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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

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

Sincerely,  
[Jennifer Burke]

## Camela Speer

---

**From:** matthew ahn <ahnmatthew@gmail.com>  
**Sent:** Thursday, April 09, 2015 1:18 PM  
**To:** TwoYearProgram  
**Subject:** Regional Transportation Projects

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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

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

Sincerely,

--

*Matthew Ahn*

MEGA

Realty & Investment, INC

4600 John Marz DR #200

Arlington, VA 22209

C) 703-303-7522

O) 703-642-6342

F) 703-642-0952

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## Camela Speer

---

**From:** George J. Creed <[gcreedrealtor@va120.com](mailto:gcreedrealtor@va120.com)>  
**Sent:** Thursday, April 09, 2015 7:12 PM  
**To:** TwoYearProgram  
**Subject:** Investment of Regional Transportation Funds

Dear Chairman Nohe,

As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock.

State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

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

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

Sincerely,

**George J. Creed**, ABR, CRS, SRES, SFR  
Associate Broker  
Long & Foster Realtors, Vienna/Oakton  
~~800 Maple Avenue West~~  
~~Vienna, VA 22180~~

~~703-216-5533~~  
Licensed in Virginia



ARLINGTON COUNTY TRANSPORTATION COMMISSION  
2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201  
TEL 703-228-3689 FAX 703-228-7548 [www.arlingtonva.us](http://www.arlingtonva.us)

---

April 10, 2015

Ms. Mary Hynes, Chair  
Arlington County Board  
2100 Clarendon Boulevard  
Arlington, VA 22201

RE: NVT A FY2015-2016 Draft Two Year Program

Dear Chair Hynes,

I am writing to express the view of the Transportation Commission regarding NVT A FY2015-2016 Draft Two Year Program.

**The Transportation Commission, by a vote of 6-0, recommends that the Board support the draft project list of Arlington projects as presented at the March 25<sup>th</sup> Public Hearing.**

The Commission hosted a public Town Hall Meeting on the project list, and several citizens testified in strong support of the Ballston West Entrance.

I am happy to answer any questions at 571-482-8454.

Best,

A handwritten signature in black ink, appearing to read "Chris Slatt". The signature is fluid and cursive.

Chris Slatt,  
Chairman



Mount Vernon



**Gerald W. "Gerry" Hyland**

*Board of Supervisors, Mt. Vernon District*

*2511 Parkers Lane*

*Alexandria, VA 22306*

*Telephone (703) 780-7518*

*Fax: (703) 780-1491*

March 31, 2015

The Honorable Martin E. Nohe  
Chair, Northern Virginia Transportation Authority  
Coles District Office  
13476 Dumfries Road  
Manassas, VA 20112

Chairman Nohe and Members of the Authority:

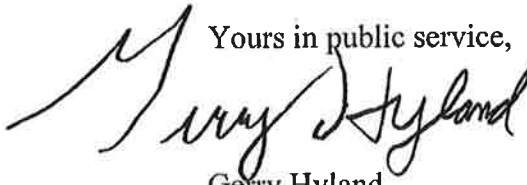
Thank you for providing an opportunity for the residents of eastern Fairfax County to testify on an issue that is of primary importance to the health and economic development of Northern Virginia. We, as elected officials, have been vexed by the problem of insufficient funding for transportation improvements for many years. Under the leadership of the Northern Virginia Transportation Authority (NVTa) we now have a new opportunity to fix many of our regional and local transportation and transit challenges with the infusion of \$351 million in your Two Year Program.

I urge the NVTa to include project 8S, the improvements to U.S. Route 1, Richmond Highway from Mount Vernon Memorial Highway to Napper Road as part of the Two Year Program. Richmond Highway is the gateway to Fort Belvoir, Fairfax County's largest employer as well as the employer to a large number of residents throughout the region who experience the daily frustration of a long commute that negatively contributes to our environment and their overall quality of life. More than 70,000 cars enter and exit Fort Belvoir's gates every day. The garrison foresees continued growth into the future. Under the leadership of former Congressman Jim Moran, our region is now improving Richmond Highway from Telegraph Road to Mount Vernon Memorial Highway, which when finished next year, will ease some of the increased traffic stemming from the Base Realignment and Closure decision from ten years ago.

Recently, Prince William County, Fairfax County, Alexandria City and other regional partners participated in the Route One Multimodal Alternatives Analysis, a transit study, led by the Virginia Department of Rail and Public Transportation. Richmond Highway is Fairfax County's largest revitalization district stretching from the Alexandria City line down to Woodlawn Plantation. The transit study will prove to be pivotal in the transformation of the corridor, but only if we can implement its recommendations. The study recommended that Richmond Highway be widened to six lanes with dedicated lanes for a Metro extension from Huntington south to Hybla Valley and dedicated Bus Rapid Transit (BRT) lanes connecting south to Woodbridge. In order to accommodate the Metro extension, the transit study further recommended that residential density be increased along the corridor. Fairfax County will soon initiate Comprehensive Plan amendments to identify Metro and BRT station locations along Richmond Highway as well as locations where increased residential densities will help us

achieve our transit and revitalization goals. NVTAF funding will help realize the goals of this long awaited study.

I strongly urge the Authority to include project 8S in your Two Year Program. We have spent millions of dollars studying the solution to improve Richmond Highway. Fairfax County and the Virginia Department of Transportation have invested millions of dollars to widen Richmond Highway from Armistead Road to Telegraph Road. Congressman Moran's investment of \$150 million is the next step in Richmond Highway's transformation. Improving Richmond Highway from Mount Vernon Memorial Highway north to Napper Road is the next critical advance in Richmond Highway's evolution. Thank you again for your service to your communities and to Northern Virginia.

Yours in public service,  
  
Gerry Hyland

## Camela Speer

---

**From:** Kertz, Amanda <[REDACTED]>  
**Sent:** Friday, April 10, 2015 3:19 PM  
**To:** Marty Nohe  
**Cc:** Tom Biesiadny; Monica Backmon; Anselene, Art; TwoYearProgram; Boxer, Bob; Gilleran, Lisa; Viki Wellershaus; Mark Duceman  
**Subject:** Town of Herndon comments, NVTA's FY2015-2016 Two-Year Program  
**Attachments:** 04-10-15, Town of Herndon Comments, NVTA FY15-16 Program.pdf

Good Afternoon Chairman Nohe – Attached is a letter from Mayor Lisa Merkel, conveying the Town of Herndon's comments on the NVTA's FY15-16 Two-Year Program, to include the town's East Elden Street Widening and Improvements project. Please let me know if you have any trouble with the attachments or if you need anything else.

Regards,

*Amanda*

~Amanda Morrow Kertz, Deputy Town Clerk

[REDACTED]  
[REDACTED]



**Lisa C. Merkel**  
**MAYOR**  
T (703) 435-6805  
F (703) 787-7325  
[mayor.lisa@herndon-va.gov](mailto:mayor.lisa@herndon-va.gov)

**TOWN COUNCIL**  
Lisa C. Merkel, Mayor  
Jennifer Baker, Vice Mayor  
David A. Kirby  
Steven Lee Mitchell  
Sheila A. Olem  
Jasbinder Singh  
Grace Han Wolf

**April 10, 2015**

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

**VIA EMAIL**

**Re. Town of Herndon comments, Northern Virginia  
Transportation Authority's FY2015-2016 Two-Year Program  
East Elden Street Widening and Improvements 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 into the Northern Virginia Transportation Authority (NVTA) FY2015-16 Two-Year Program.

Herndon's East Elden Street Widening and Improvements 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 year 2000 significant sections of street dedication and easements have been acquired by Herndon for the planned roadway improvements. In addition, the town's regional roadway project is listed in NVTA's regional TransAction 2040 Plan, Transportation Planning Board's Constrained Long Range Plan, as well as the town's Comprehensive Plan and its annual Capital Improvement Program.

Last year, the town's project was included as a 'Carryover Project' in NVTA's FY2014 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 now underway by VDOT with the Location and Design Public Hearing scheduled for this Fall 2015. The project is long overdue and ready to move forward given the requested FY2015-16 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 2019.



**Martin Nohe, Chairman**  
**Northern Virginia Transportation Authority**  
**April 10, 2015**  
**Page Two**

Elden Street is Herndon's commercial/office corridor and a critical town arterial with regional connectivity and access to Fairfax and Loudoun 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 as well as future Level of Service (LOS) 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 peak-hour congestion now and in the future by increasing roadway capacity, while also improving safety and multi-modal circulation for local and regional destinations. The project is 1.0 mile in length and is located between Monroe Street and the Fairfax County Parkway. The project and its congestion reduction measures, regional benefits and safety improvements 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, conducted in March, revealed 44,884 VPD. To relieve current and future congestion, the scope of this project is to widen and reconstruct Elden Street from 4 to 6 lanes between Fairfax County Parkway and Herndon Parkway, channel traffic with raised median and dedicated turning lanes between Herndon Parkway and Van Buren Street, and then transition to a 2-lane section with 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;
- Signalization and dedicated left-turn lane capacity improvements at the Elden Street and Van Buren Street intersection;

**Martin Nohe, Chairman**  
**Northern Virginia Transportation Authority**  
**April 10, 2015**  
**Page Three**

- Transit facility and ADA access improvements across all 14 bus stop/bus shelter locations to serve 3 Fairfax Connector routes;
- Wide ADA accessible 6-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; all in a concerted effort to encourage non-vehicle usage and consequently reduce congestion.

**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), Barron Cameron (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/office 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/Barron Cameron and Elden Street/Herndon Parkway;
- Serving three 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 and surrounding area, Dulles Corridor, Dulles Airport and beyond; and
- Improved pedestrian and bicycle connectivity to Northern Virginia's W&OD Regional Trail, the town's Folly Lick/Van Buren Street Trail, the Fairfax County Parkway Trail, and Fairfax County's Sugarland Run Trail; all of which will provide inter-modal pedestrian and bicycle access to the northside entry facility of 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 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 (ie. 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 at K-Mart plaza;
- Bus shelters/bus stop ADA and safety improvements across all of the project's 14 Fairfax Connector stops; bus shelters/bus stop are planned to be positioned closer to signalized intersections to reduce mid-block crossings and provide safer access walking to/from bus stops; and
- Critical flood control mitigation between Herndon Parkway and the Fairfax County Parkway. The frequency of roadway flooding since 2010, along this section of Elden Street, has warranted the need to correct an extremely unsafe and dangerous street condition. VDOT's design elevates the roadway to accommodate several bridge culvert structures for increased capacity, necessitated by development within the Sugarland watershed area.

In summary, the project provides for roadway widening capacity improvements to accommodate two additional lanes (from four-lane divided to six-lane divided) from Herndon Parkway to Fairfax County Parkway as well as turning lane capacity improvements at major intersections throughout the project, while encouraging less reliance on vehicle travel by providing multi-modal circulation alternatives. The project

**Martin Nohe, Chairman**  
**Northern Virginia Transportation Authority**  
**April 10, 2015**  
**Page Five**

is to include bicycle lanes, transit stop improvements and pedestrian signal and crosswalk intersection enhancements along with pedestrian/bike connectivity to local and regional trails that will connect to the future Herndon Metrorail Station; all in a concerted effort to encourage non-vehicle usage and consequently reduce congestion.

Herndon has been and will continue to be severely impacted by growth in 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. This trend will accelerate with the opening of Phase II of the anticipated Dulles Metrorail Silver Line. Accordingly, the town's East Elden Street Widening and Improvements project is needed now to address existing and future congestion.

The Town Council is in full support of the East Elden Street project and its funding request to NVTa. We commend the NVTa Board, Project Implementation Working Group and the 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 across the within the Northern Virginia region.

The Town of Herndon 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. We appreciate your continued support and look forward to working with you.

Regards,



Lisa C. Merkel  
Mayor

- c. Members of the Herndon Town Council  
Arthur Anselene, Town Manager  
Monica Backmon, Executive Director, Northern Virginia Transportation Authority  
Tom Biesiadny, Director of Transportation, Fairfax Department of Transportation

## Camela Speer

---

**From:** Kevin East [REDACTED]  
**Sent:** Saturday, April 11, 2015 12:13 PM  
**To:** TwoYearProgram  
**Cc:** Mark Duceman  
**Subject:** Endorsement of the Town of Herndon's East Elden Street Project

TWIMC—

This is to endorse The Town of Herndon's East Elden Street transportation and streetscape redesign project. The redesign of East Elden Street has long been contemplated by the Town and is critically needed to bring that end of the Town into accord with the work the Town has done on West Elden Street and other parts of the Town's main corridor to make the streetscape more pedestrian friendly while preserving a smooth and orderly flow of traffic.

East Elden Street is one of the two main entrances to the Town, serving as a feeder from Baron Cameron Avenue in Reston/Fairfax County and one of the Town's two junctions with the Fairfax County Parkway. Because of the explosion of residential and commercial growth along Elden Street over the last decade, its importance to traffic flow into and out of the Town has only increased. Further, the amount of residential development, along with hotels and businesses, demands better pedestrian access and usability.

The East Elden Street Project will better enable Herndon to manage its traffic and meet the demands of both vehicles and pedestrians in the 21<sup>st</sup> century.

Kevin J. East  
Chairman, Planning Commission  
Town of Herndon  
Telephone: (703) 261-3120

[planning.commission@herndonva.gov](mailto:planning.commission@herndonva.gov)

## Camela Speer

---

**From:** Nancy Hiteshue [REDACTED]  
**Sent:** Saturday, April 11, 2015 4:14 PM  
**To:** TwoYearProgram  
**Subject:** Northern Virginia Transportation Coalition Comments on NVTa Draft FY2015-16 Two Year Program  
**Attachments:** NVTransportationCoalition letter to Authority\_FY15-16 2year program.pdf

On behalf of the Northern Virginia Transportation Coalition, a group of area chambers of commerce and industry organizations that together represent the vast majority of businesses and employees of Northern Virginia's private sector workforce, please find attached the Coalition's comments on the Authority's proposed FY2015-2016 Two Year Program.

Thank you,

Nancy Hiteshue Smith  
Policy Director  
Northern Virginia Transportation Alliance

[REDACTED]  
[REDACTED]  
[REDACTED]

# NORTHERN VIRGINIA TRANSPORTATION COALITION

PO BOX 6149 · MCLEAN, VIRGINIA 22106 · 703/883-1830 · FAX 703/883-1850

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April 11, 2015

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

Dear Chairman Nohe:

The Northern Virginia Transportation Coalition is a group of area chambers of commerce and industry organizations that together represent the vast majority of businesses and employees of Northern Virginia's private sector workforce. We believe that a strong, efficient regional transportation network is essential to our region's future economic competitiveness and quality of life.

Earlier this year, this Coalition issued its 2015 policy statement "A Strong Economy and Better Quality of Life Require a Stronger Regional Transportation Framework" to call attention to the fact that unlocking Northern Virginia's transportation grid requires a strategic regional approach.

We continue to believe that the focus of the Northern Virginia Transportation Authority should be on the investment of regional, state, federal and private sector transportation dollars on highway projects, transit improvements and intelligent transportation systems that will:

- Move the greatest number of people;
- Reduce congestion and travel time between major employment centers and communities;
- Increase reliability of the network region-wide while producing the best long-term return on investment;
- Promote regional economic development and growth; and
- Enhance regional security.

In that regard, we believe that many projects included in the Authority's proposed FY15-16 Two Year Program do not meet these objectives. Many projects rate fairly low in their congestion reduction ability, the primary factor upon which Authority projects are to be evaluated. Others are local transit projects not rated for congestion reduction, while many improvements with the most regional significance – such as I-66 – do not appear at all.

Therefore, we urge you to re-examine the draft FY15-16 project list and re-focus our regional tax dollars on projects with the greatest regional and long-term significance. Specifically, the Route 28 and Route 1 widening, Route 28 bypass study, Fairfax County Parkway Improvements study, and Loudoun County Parkway extension to U.S. 50, meet such criteria. Several proposed transit projects such as 8-car Metro Train power upgrades, Connector Bus Service Expansion, Innovation Center Metrorail Station construction, and the Potomac Yard Metrorail Station also meet this criteria. Other projects listed are more appropriate candidates for the 30% local share or future consideration.

We further urge that a greater, more substantial balance be set aside in reserve until other projects of greater regional significance are ready for construction and that FY 2015-2016 investments be limited to those with the greatest congestion reduction potential.

A coordinated, long-term, regional strategy consisting of projects of greatest regional significance is essential to our region's future economic competitiveness and quality of life. It's how well our regional dollars are invested, not how fast that matters most.

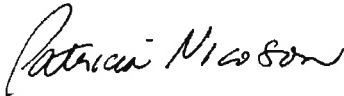
Sincerely,



Brian M. Gordon, MPA, VP of Government Affairs  
Apartment and Office Building Association



Anita Grazer, President  
Committee for Dulles



Patricia Nicoson, President  
Dulles Corridor Rail Association



Jim Corcoran, President & CEO  
Fairfax County Chamber of Commerce



Nancy-jo Manney, Executive Director  
Greater Springfield Chamber of Commerce



Ken Garrison, Executive Director  
Heavy Construction Contractors Association



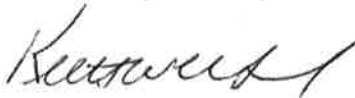
Martha D. Marks, President  
NAIOP - Northern Virginia:  
The Commercial Real Estate Development Assoc.



Jerry Berman, President  
Building Industry Association



Mark C. Looney, Chairman of the Board  
Northern Virginia Transportation Alliance



Keith Merlin, President  
Washington Airports Task Force



Pat Dean, President  
Associated Builders and Contractors - VA



James N. Larsen, Executive Director & CEO  
Dulles Area Transportation Association



Eileen D. Curtis, President & CEO  
Dulles Regional Chamber of Commerce



Mark S. Ingraø, President & CEO  
Greater Reston Chamber of Commerce



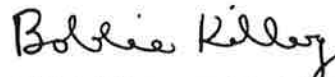
James C. Dinegar, President & CEO  
Greater Washington Board of Trade



Anthony Howard, President & CEO  
Loudoun County Chamber of Commerce



Mary Bayat, Chairman of the Board  
Northern Virginia Association of Realtors®



Bobbie Kilberg, President & CEO Northern Virginia  
Northern Virginia Technology Council



Deborah Jones, President & CEO  
Prince William Chamber of Commerce



## Camela Speer

---

**From:** EllenYoung@aol.com  
**Sent:** Sunday, April 12, 2015 1:15 PM  
**To:** TwoYearProgram  
**Subject:** FY 2015-2016 Two Year Program comments

I am writing to strongly urge Project # 8s ( Route 1 widening between Mt Vernon Hwy and Napper Rd) to be funded in this two year cycle. This is the only proposed project in the Mount Vernon District, and it is critical for funding to be approved. The Mount Vernon area has suffered traffic nightmares since the expansion of Ft Belvoir in BRAC. North of Napper Rd, Route 1 is 6 lanes. Now, once the Belvoir road widening is complete, it will be 6 lanes South of Mt Vernon Hwy. That would leave the 2.5 mile stretch between as a 4 lane gridlock. Unless you have had to make this trip, you may not be able to imagine what a nightmare it is, and it makes no sense - traffic or economic wise - to leave this section as 4 lanes.

While I understand that all the proposed projects are urgent and deserving, this one is more so. The traffic gridlock is only set to become worse with the addition of over 20,000 ADDITIONAL personnel at Ft Belvoir in the next few years. Thank you.

Ellen Young  
Long & Foster Realtors  
MVCCA Board Member  
SFDC Board Member  
President, Belle View Condominium Unit Owners Association

Sent from mobile

Please fund Project 8S.txt

From: Skaiste Rojute Leclair [mailto:leclair@ypfp.org]  
Sent: Sunday, April 12, 2015 2:08 PM  
To: TwoYearProgram  
Subject: Please fund Project 8S

Good afternoon, Chairman Nohe and Esteemed Members,  
I am writing to ask that you fully fund Project 8S. I live in Mount Vernon and I experience daily the extreme traffic congestion along Richmond Highway. With your help, the last 2.5-mile stretch of 4 lanes can be widened to 6 lanes. I travel to Alexandria City and Washington, D.C. often and I always seek alternate routes despite the fact that Route 1 should and could be the most direct way to my destinations.  
I am also a strong environmental advocate and I know just how much Project 8S can help bring Richmond Highway back to a respectable level. The infrastructure along the Richmond Highway corridor is in dire need of upgrading and updating. We here in Mount Vernon have been told to wait until next year for far too long. We cannot wait until next year. Our time is now. Please help us here in the South County area. We've already started on capital improvements and we need the Commonwealth, the County, and the federal government to help us as well.  
I have visited northern and western parts of Fairfax County and noticed a very interesting thing - they have sidewalks, bike lanes, and plenty of cross-walks. Mount Vernon does not. I find it unacceptable that the district with the most residents who rely on walking or biking to get around forces them to walk in the street. This is dangerous and must be rectified. Project 8S can really be the shot in the arm that Mount Vernon needs. New environmental infrastructure, widened lanes, sidewalks, bike lanes, and cross-walks will help the appearance and functionality of Richmond Highway. It's about time we are given the same tools that the rest of Fairfax County is given.  
Please fully support and fully fund Project 8S.  
Sincerely,

Skaiste Rojute Leclair  
Membership Services Coordinator  
[mailto:leclair@ypfp.org]  
[phone number]

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## Camela Speer

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**From:** Catherine Cross <catherinecross@verizon.net>  
**Sent:** Sunday, April 12, 2015 2:31 PM  
**To:** TwoYearProgram  
**Subject:** Route 1 funding

I am requesting full funding for Route 1 improvements. Please mention Project #8S --  
Improve the Route 1 Corridor.

Catherine Cross  
Wellington Heights

## Camela Speer

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**From:** [REDACTED]  
**Sent:** Sunday, April 12, 2015 8:19 PM  
**To:** TwoYearProgram  
**Subject:** NVT A Two-Year Plan Comment

I am a resident of Arlington, VA, and I am writing in support of the Ballston Metrorail Station West Entrance.

For many years now, my civic association, the Bluemont Civic Association, has actively advocated for a West Entrance to this Metrorail Station. Now, the need is imperative. With the rapid growth in the Ballston area and the expansion of Marymount University and other higher education facilities, as well as other retail and offices, metrorail traffic will continue to rise. The single entrance to the station is simply inadequate and could be a serious safety hazard in an emergency.

It is time now to build the long-promised West Entrance to the Ballston Metrorail station. I hope that you will give this your priority consideration as you proceed with decisions.

Sincerely,  
Kate Mattos

[REDACTED]  
[REDACTED]  
Arlington, VA 22203

## Camela Speer

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**From:** President Bluemont Civic Association <president@bluemontcivic.org>  
**Sent:** Sunday, April 12, 2015 10:43 PM  
**To:** TwoYearProgram  
**Subject:** Comment on the NVTa FY2015-16 Two Year Plan  
**Attachments:** nvta2YearPlanFY20150-16BluemontCivicAssociation.pdf

Hello:

Please see the attached letter regarding the FY2015-16 Two Year Plan. Thank you.

Jonn Lau  
President, Bluemont Civic Association  
<http://www.bluemontcivic.org>  
PO Box 5139  
Arlington, VA 22205



## Bluemont Civic Association

*Representing Neighborhoods in and around Arlington Traditional School, Lacey Woods Park, Bon Air, Fields Park, Balls Crossing, West Ballston, and all along the former Bluemont Division of the Washington and Old Dominion Railroad*

P.O. Box 5134 Arlington, Virginia 22205

[www.bluemontcivic.org](http://www.bluemontcivic.org)

April 12, 2015

The Honorable  
Martin Nohe  
Chairman, Northern Virginia Transportation Authority  
[TwoYearProgram@thenovaauthority.org](mailto:TwoYearProgram@thenovaauthority.org)

Re: FY2015-16 Two Year Program

Dear Chairman Nohe and Members of the Northern Virginia Transportation Authority:

I spoke at the March 30, 2015 Arlington County Transportation Commission Special Meeting: Town Hall on NVTa Two-Year Program and am writing to express Bluemont Civic Association's (BCA's) strong support for funding the western entrance to the Ballston Metro station. This project has been supported by the BCA at County Board meetings and in its Neighborhood Conservation plan since before 2007.

The importance of the western entrance in reducing congestion on nearby roads by increasing station capacity and convenience, in providing more space for bus stops, in providing the second passage for egress, and in fulfilling the expectation of property owners, tenants, and employees is a long held position and remains vital to the western parts of Ballston and nearby areas.

Residents of Arlington County and counties that are further west will benefit from transportation improvements in Arlington, including the Glebe Road corridor intelligent transportation system improvements and the 8-car train traction power upgrades.

The Bluemont Civic Association appreciates the opportunity to voice the sentiments of Bluemont residents to the Northern Virginia Transportation Authority and looks forward to seeing these projects completed.

Sincerely,

Jonn S.K. Lau  
President, Bluemont Civic Association

## Camela Speer

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**From:** Brian Fauls <bfauls@loudounchamber.org>  
**Sent:** Monday, April 13, 2015 9:41 AM  
**To:** TwoYearProgram  
**Cc:** Brian Fauls  
**Subject:** Loudoun County Chamber of Commerce Comments on FY 15-16 Project Funding.  
**Attachments:** MGA Testimony to NVTA -FY15-16 Program - FINAL.pdf  
  
**Importance:** High

Please find attached an electronic courtesy copy of the Loudoun County Chamber of Commerce's comments regarding Northern Virginia Transportation Authority FY15-16 Two Year Program.

Brian Fauls  
Government Affairs Manager  
Loudoun County Chamber of Commerce

**"Be A Part Of It" – Join NOW!**

**Office (703) 777-2176**

**Mobile (703) 431-5572**

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April 11, 2015

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 1,300 members, I thank you for the opportunity to offer comments on the Northern Virginia Transportation Authority's (NVTA) Fiscal Year (FY) 2015-2016 funding program.

Our Chamber was proud to play a vital role in the adoption of H.B. 2313, the historic transportation funding legislation adopted by the General Assembly in 2013. Addressing northern Virginia's backlog of unfunded transportation projects and relieving congestion is vital to our region's long-term economic prosperity and quality of life.

To that end, the Chamber is committed to ensuring NVTA prioritizes projects of greatest regional significance. We are also committed to ensuring NVTA projects are prioritized based upon valid performance-based criteria, with congestion relief weighing heavily into the equation.

The Loudoun County Chamber of Commerce has long-advocated for all four Loudoun-based projects proposed for funding in FY15-16. The vital need to complete the Loudoun County Parkway down to Route 50 is reflected in both scoring methodologies employed by the NVTA.

The Belmont Ridge Road (VA Route 659) - Turo Parish Road to Croson Ln. – project also has significant regional significance because Belmont Ridge Road is the northern end of the Commonwealth's North-South Corridor of Statewide significance and vital to improving the growing volume of north-south traffic between Loudoun County, Prince William County and points south.

The Route 7 (East Market Street)/Battlefield Parkway Interchange project and the Route 15 Bypass at Edwards Ferry Road Interchange projects also have regional importance. Route 7 has become a heavily congested commuter road as our region's labor shed has greatly expanded to include West Virginia, Western Maryland and parts of central Pennsylvania. Efforts are underway to address this problem by converting Route 7 into a limited-access highway. The interchange at Route 7/Battlefield Parkway is integral to this effort.

We understand the congestion reduction value of these projects and recognize NVTA has the flexibility to consider more than prioritization scores when making its funding decisions. Yet, we are concerned the public's perception of NVTA's stewardship of the regional transportation funds will be largely driven by the scores.

Therefore, we respectfully urge NVTA to thoroughly re-examine the draft FY15-16 project list to verify the projects proposed for funding are either fully justifiable, more appropriate candidates for the 30% local share or better suited to future consideration.

P.O. Box 1298 Leesburg, VA 20147  
[www.loudounchamber.org](http://www.loudounchamber.org)

703-777-2176  
703-777-1392 FAX





To our legislators, and the public that is paying the taxes and fees, it is more important that these revenues be invested wisely – not necessarily quickly – and for them the scores will, rightly or wrongly, greatly shade their perception of NVTAs work. NVTAs must be prepared to back-up its decisions.

Finally, many projects that have the most regional significance – such as improvements to I-66, the proposed Bi-County Parkway, and potential future Potomac River crossings – do not appear on the funding list. We strongly urge NVTAs to make these projects priorities.

Northern Virginia is home to the fastest growing, most economically vibrant communities in the Commonwealth and our transportation network is the foundation supporting that growth. The dispersed chaotic transportation planning of the past helped create the transportation problems we are struggling to solve today. Going forward we must ensure that transportation revenues are well invested on strategic priorities deemed most essential to our long-term prosperity, safety, security and quality of life. If we do that, Northern Virginia will continue to be a growing and vibrant place to live, work and play for decades to come.

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,

Brian Fauls  
Manager, Government Affairs