



May 22, 2015

The Honorable Aubrey L. Layne, Jr.  
Secretary of Transportation  
Patrick Henry Building  
1111 East Broad Street, Third Floor  
Richmond, VA 23218

RE: Comments on Draft HB2 Implementation Policy Guide and I-66 Outside the Beltway

Dear Secretary Layne:

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

The Committee for Dulles commends the Virginia General Assembly and the Commonwealth Transportation Board for creating a process to objectively evaluate road and transit projects. We believe that this evaluation process will ensure that state transportation resources are invested in an objective, performance-based manner to reduce congestion and promote economic development.

However, the Committee for Dulles is concerned that the implementation process for HB 2 has become considerably more complex through the inclusion of safety, accessibility, environmental quality and land use considerations. These have resulted in less emphasis being assigned to the two measures of greatest concern to state legislators, citizens and businesses which are congestion reduction and economic development.

The fact that the Northern Virginia Transportation Authority has been charged by the General Assembly with producing a regional transportation plan with the primary objective of "reducing congestion to the greatest extent practical" and to prioritize HB 2313 funding on "projects that are expected to provide the greatest congestion reduction relative to the cost of the project"

clearly indicates the legislative intent in the passage of HB 2 was to assign the majority weight to congestion reduction, especially for highly congested areas such as Northern Virginia. Therefore, we strongly recommend that a minimum of at least 50 points be awarded to congestion reduction for Northern Virginia (Category A area).

The Committee for Dulles believes that reducing congestion will also aid economic development making Northern Virginia more attractive to employers encouraging them to remain in the region and grow their businesses.

The Committee for Dulles appreciates the efforts of the state transportation professionals in developing this incredibly complex process. However, the process' complexity is its underlying problem. A simpler process focused solely on congestion reduction and economic development is likely to produce far more meaningful results and better investment of scarce state transportation resources.

In regard to I-66 outside the beltway the Committee for Dulles urges that Alternative 2A with three regular lanes, two HOT / HOV3 lanes in each direction, and a medium reserved for future transit expansion is essential to insuring the improvements will serve the Northern Virginia well into the future.

Sincerely,



Leo J. Titus, Jr. P.E.  
President