



National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Public Comment for the September 2026 TPB Meeting
DATE: September 16, 2026

The Transportation Planning Board accepts public comment on a rolling basis. Comments can be submitted via email (tpbcomment@mwkog.org), online (mwkog.org/tpbcomment), mail, and phone. Comments are collected until noon on the day before the TPB meeting. These comments are compiled and shared with the board at the meeting the following day.

Between noon, Tuesday, July 14, and noon, Tuesday, September 15, the TPB received two comments submitted via email. The comments are summarized below. All full comments are attached to this memo.

PUBLIC COMMENT

Mark Scheuffler, Comment via Email- August 31, 2026

Mr. Scheuffler writes in reference to the I-95 Bi-Directional Express Lanes project. He provides five alternatives for consideration, including: extending the I-95 4th general purpose lane in both directions; including the planned Virginia Passenger Rail Authority (VRPA) R6 segment in the funding package; including the repurposing/expansion of Route 1 between Dumfries and Fort Belvoir to 4 lanes and 2 managed transit lanes; including the Lorton I-95 BRT Station with connections to the Lorton VRE Station, and providing direct access to the Potomac Mills complex from the I-95 South general purpose lanes.

Gail Sullivan, Comment via Email-September 12, 2026

Ms. Sullivan writes expressing her concern over the lack of education for auto drivers and users of e-bikes, bicycles, scooters, and pedestrians. She urges the TPB to consider these concerns so constituents will be ready for car drivers and non-car drivers to operate safely.

CTB/VDOT,

After reviewing the initial information on the I-95 Bi-Directional Express Lanes Project, please consider the following preferred alternative/funding package recommendations for this critically important multi-modal corridor.

Thanks,

Mark Scheufler

Active Prince William

<https://www.activepw.org>

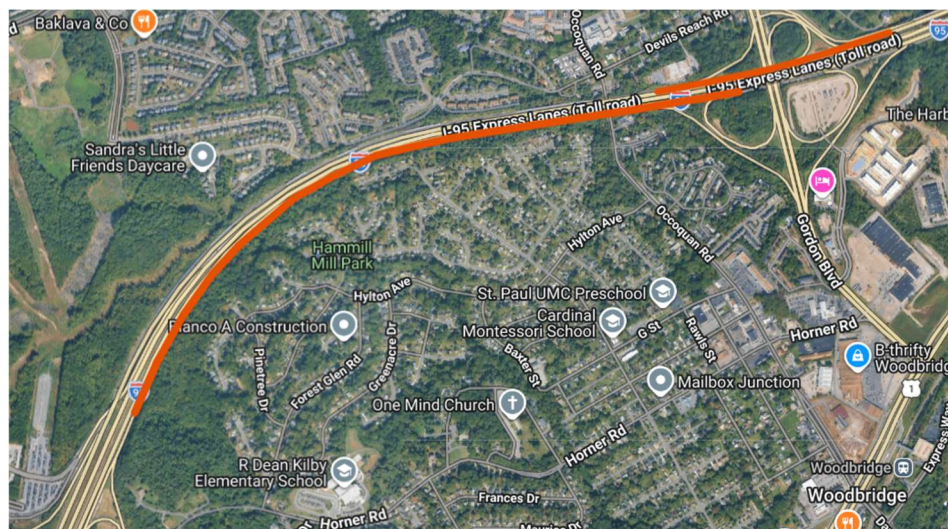
1. Extend the I-95 4th General Purpose Lane from VA123/Exit 160 to Prince William Parkway/Exit 158 in both directions.

Benefit: Mitigates poorly designed, high accident merge areas and reduces thru traffic on the adjacent Route 1 corridor.

TOP 10 BOTTLENECKS

Rank (Last Quarter Rank)	Location	Average duration	Average max length (miles)	Total duration	Impact factor
1 (1)	I-95 S @ VA-123/EXIT 160	8 h 32 m	3.95	32 d 17 h 55 m	137,631
2 (2)	I-95 N @ VA-123/EXIT 160	4 h 20 m	4.79	16 d 15 h 28 m	120,789
3 (**)	MD-295 N @ POWDER MILL RD	6 h 7 m	2.78	23 d 11 h 21 m	73,042
4 (8)	I-495 CW @ I-270 SPUR	1 h 40 m	7.21	6 d 10 h 32 m	67,355
5 (3)	DC-295 S @ CAPITOL ST	7 h 34 m	1.6	29 d 1 h 49 m	58,342
6 (4)	US-15 N @ STUMPTOWN RD/LUCKETTS RD	1 h 24 m	7.04	5 d 9 h 50 m	52,021
7 (14)	US-301 S @ MCKENDREE RD/CEDARVILLE RD	4 h 2 m	2.3	15 d 11 h 49 m	50,243
8 (10)	GW PKY N @ I-495	4 h 34 m	0.91	17 d 13 h 3 m	46,365
9 (16)	I-270 S @ MD-109/EXIT 22	2 h 11 m	4.4	8 d 9 h 21 m	43,459
10 (5)	I-66 E @ I-495/EXIT 64	2 h 59 m	2.65	11 d 11 h 22 m	40,688

***Not in the top 50 bottlenecks of the previous report.*



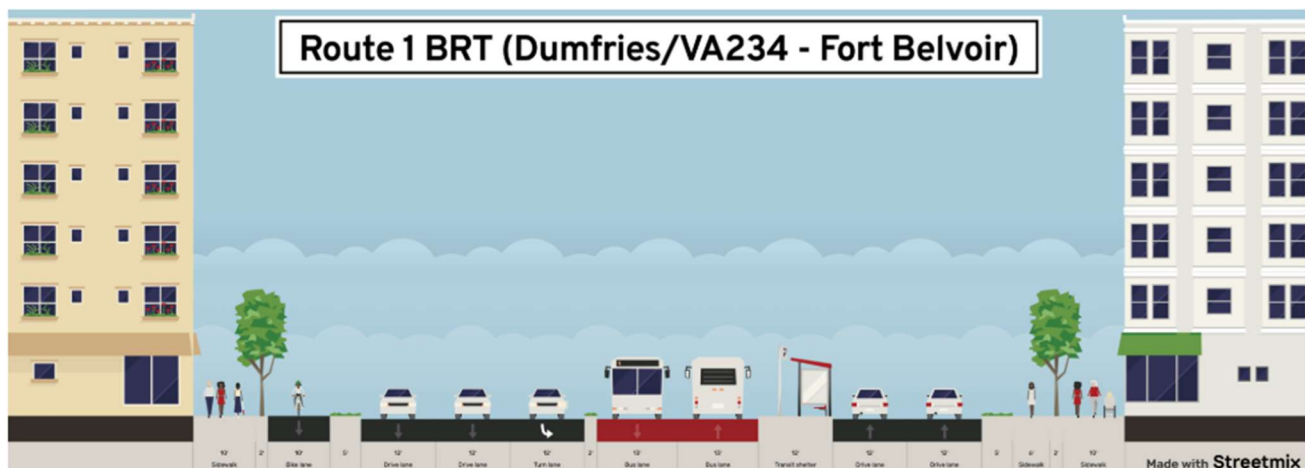
2. Include the planned Virginia Passenger Rail Authority (VPR) R6 segment in the preferred alternative/funding package (\$1B)

Benefit: Provides more capacity and reliability for VRE, Amtrak and CSX to support a higher frequency for intercity and regional rail service opportunities.



3. Include the Repurposing/Expansion of Route 1 between the Town of Dumfries/VA234 and Fort Belvoir to 4 General Purpose Lanes and 2 Dedicated/Managed Transit Lanes into the preferred alternative/funding package (\$1B)

Benefits: Creates a dedicated local transit and active transportation spine along Route 1 connecting Dumfries and the Huntington Metro Station



4. Lorton I-95 BRT Station with connection to the Lorton VRE Station (Similar to I-35W & 46th Street Station in Minneapolis, MN)

Benefits:

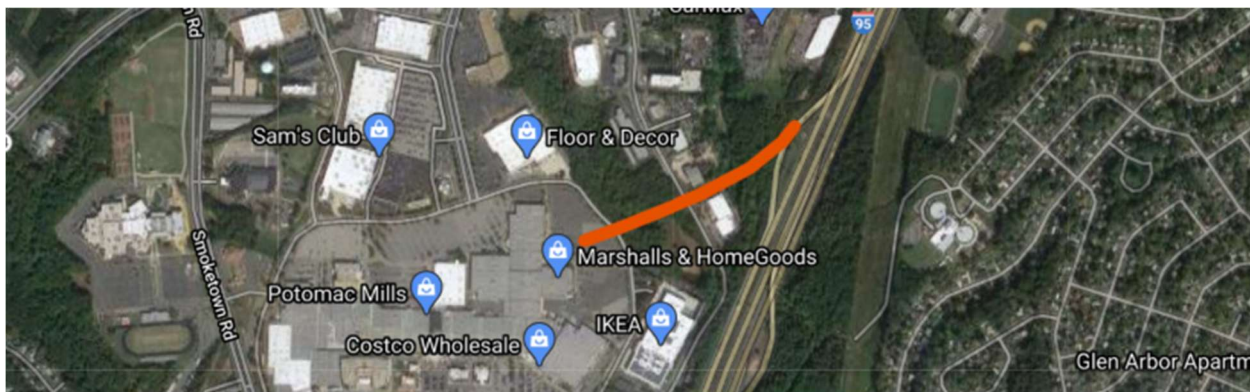
1. 96 Omniride bus trips pass through this segment of I-95 between 4:30AM-9:00AM on weekdays

2. Improve transit connections to the Fort Belvoir area from points south



5. Direct Access to Potomac Mills Complex from I-95 Express Lanes

Benefit: Supports the dissipation of traffic from the I-95S general purpose lane drop and on the Prince William Parkway and Optiz Blvd/Smoketown Rd.



6. Include 18/7 On-Demand Autonomous Shuttles between Horner Road Lot/Landing at Prince William and Franconia-Springfield Metro Station into the preferred alternative funding package (5 year Service Contract - \$50M)

Benefit: Leverages new technology to create an on-demand reliable transit service model that can be scaled to demand.



Current Transportation Options on the I-95 Corridor:	Recommended Transportation Options with the Preferred Alternative/Funding Package:
High Reliability in the Peak Direction for HOV3 Travel (No Toll)	High Reliability in the Both Directions for HOV3 Travel (No Toll)
High Reliability in the Peak Direction for SOV Travel (Toll)	High Reliability in the Both Directions for SOV Travel Option (Toll)
High Reliability/High Frequency Weekday/Peak Period in the Peak Direction for Express Bus Service	High Reliability/High Frequency 7-Day/All-Day in both Directions for Express Bus Service
Peak Period Weekday Commuter Rail Service	Expanded All-Day Regional Rail Service
Low Reliability Intercity Train Service	Higher Reliability Intercity Train Service
Limited off-peak Metro Direct Bus Service to/from PWC	Expanded off-peak Metro Direct transit service to/from PWC
Low frequency/Low Reliability local bus service along Route 1 spine	High frequency/High Reliability local transit service along Route 1 spine
Limited transit options between PWC and Fort Belvoir	Expanded Reliability transit options between PWC and Fort Belvoir
Limited Active Transportation Mobility Options between PW and Fairfax Counties	Expanded Active Transportation Mobility Options between PW and Fairfax Counties

From: gsullivan@verizon.net
To: [TPBcomment](#)
Subject: Education
Date: Saturday, September 12, 2026 11:30:57 AM

Dear Members,

As a member of the CAC I am proud of TPB 's accomplishments. My concerns has to do with the lack of education sections not being included in plans for making our streets accessible for the use of electric bikes, scooters, pedestrians, runners, cyclists,etc . The near misses I am sure you have seen or been involved in yourself should make you consider , what else can be done to make cars and non cars drivers operate in a safety focus mindset when out and about on our roads. Think a bout it while you are planning or upgrading your streets so your constituents will be ready.

Gail Sullivan