



The Mount Vernon Council of Citizens Associations, Inc.

P.O. Box 203, Mount Vernon, VA 22121-9998

<http://www.mvcca.org>

**Michelle Shropshire
P.E. VDOT Northern Virginia Megaprojects Director
4975 Alliance Drive
Fairfax, VA 22030**

June 29, 2025

**RE: MOUNT VERNON COUNCIL OF CITIZENS' ASSOCIATION (MVCCA)
RESOLUTION ON THE JUNE SOUTHSIDE EXPRESS LANES PREFERRED OPTION
(MVCCA, E&R 2025-04)**

Dear Ms. Shropshire,

The Mount Vernon Council of Citizens' Associations (MVCCA) has reviewed the Southside Express Lanes preferred option provided by the Virginia Department of Transportation (VDOT) and has provided our comments in the attached resolution.

The MVCCA includes about 40 community association members, and we routinely review and comment on County public transportation and environmental projects affecting residents of the Mount Vernon District. We have delineated our concerns in the attached resolution and we ask that these concerns be considered. We welcome questions and thank you for your consideration of these comments.

**Scott Taylor
Co-chair, MVCCA**

**cc: Fairfax County Department of Transportation
Fairfax County Board of Supervisors
Supervisor Dan Storek
Senator Scott Surovell
Delegate Paul Krizek**

Attachment: Resolution

**MOUNT VERNON COUNCIL OF CITIZENS' ASSOCIATION (MVCCA) RESOLUTION
ON THE JUNE SOUTHSIDE EXPRESS LANES PREFERRED OPTION (MVCCA, E&R
2025-04)**

WHEREAS, the Environment and Recreation Committee of the MVCCA has reviewed the June VDOT proposal, which includes a preferred alternative with 2 express lanes;

WHEREAS, the MVCCA has already asked that alternatives with Metro be considered, which have not been considered in developing the June preferred alternative;

WHEREAS, we understand that a full environmental impact assessment will not be required for this project;

WHEREAS, the impacts of the preferred alternative have not been provided but are needed to provide for an informed recommendation on the impact to noise, trees, wetlands and stormwater;

WHEREAS, there is no agreement with Maryland to extend the toll lanes into Maryland or specific plans for infrastructure needed for expansion of Metrorail along the beltway;

WHEREAS, providing Metrorail in the middle of I-495 will require additional land to retain traffic lanes and securing the additional property needed will only become more expensive and challenging in the future;

WHEREAS, the impacts to local roads are not available (for example Fort Hunt Road backups waiting to get on to I-495 can last over 2 hours and this delay is likely to lengthen in the absence of additional local lanes along Fort Hunt Road and Route 1);

WHEREAS, Senator Surovell has stated that manage agreements with the private parties that manages the toll roads typically last for long periods, such as 50 or 90 years, and it is very expensive to make changes to roads once a contract has been signed, and

WHEREAS, Senator Surovell also stated that once a lane is converted to a toll lane, we should expect that it will be extremely unlikely that it can be converted to accommodate Metrorail.

NOW, THEREFORE, BE IT RESOLVED THAT the MVCCA finds that the information on the expected impacts of the proposed project is insufficient to provide for an informed recommendation and asks that VDOT at least characterize and share impacts on noise, tree loss (which will make it harder to achieve the county's tree canopy goal of 60% by 2050), wetlands and stormwater;

BE IT FURTHER RESOLVED THAT environmental impacts on noise, tree loss, wetland and stormwater impacts should be minimized and mitigated;

BE IT FURTHER RESOLVED THAT impacts to local roads need to be evaluated, and improvement made to at least mitigate and preferably improve traffic flow;

BE IT FURTHER RESOLVED THAT right of way property should be acquired along the VDOT roads so that there will be room for Metrorail in the future; and

BE IT FURTHER RESOLVED THAT if private a private party is contracted to perform the roadwork; the contract should not include constraints that will impede the addition of Metrorail in any way.

Approved by the MVCCA General Council on June 25, 2025