

Approved June 15, 2022

**fiscal year** Transportation  
**23-26** Improvement  
Program

## APPENDIX D

Appendix D Public Involvement Opportunities and  
Comments Received

June, 2022



National Capital Region  
**Transportation Planning Board**

**FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM APPENDIX D: APPENDIX D PUBLIC INVOLVEMENT OPPORTUNITIES AND COMMENTS RECEIVED**

June 2022

**CREDITS**

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**ACKNOWLEDGEMENTS**

Special thanks to the many regional staff who provided input and comments for this TIP.

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# **TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2023-2026 PUBLIC INVOLVEMENT OPPORTUNITIES AND COMMENTS RECEIVED**

## **SUMMARY**

The information in this document, Appendix D to the FY 2023-2026 TIP, summarizes the public involvement opportunities and comments received on the draft FY 2023-2026 TIP.

The TPB implements its Participation Plan, last approved in 2020, for all of its planning activities. As the TIP and plan are interrelated, the TPB conducts most of the public participation activities for the development of these two documents in tandem. Federal requirements stipulate that metropolitan planning organizations (MPOs) must provide a public forum on draft TIPs prior to board approval. In response to this requirement, the TPB conducted a virtual forum specific to the TIP, as described in this document.

## **SUMMARY OF PUBLIC COMMENT PERIODS**

In addition to engaging the public in broad outreach related to transportation policies, as discussed in Appendix I, the plan development scheduled includes two public comment during the official public comment and interagency review periods for this plan. The two comment periods include the opportunity to review the technical inputs for the Air Quality Conformity analysis and the results of the analysis, along with the draft 2022 update to Visualize 2045 and the FY 2023-2026 Transportation Improvement Program (TIP). The comment listing that follows this overview includes for each comment period, a summary of the comments and the acknowledgements provided by TPB staff and the implementing agencies, followed by a detailed compilation of all comments received during this period.

### **PUBLIC COMMENT – APRIL 2, 2021 – MAY 3, 2021**

At the April 2021 TPB meeting, the board was briefed on the draft project submissions to be included in the Air Quality Conformity Analysis of the constrained element (project list) of the update to Visualize 2045 and the FY 2023-2026 TIP. The project submissions were released for a 30-day public comment and interagency review period at the TPB Technical Committee meeting on April 2, 2021. The TPB held a special work session for the board to provide additional information on the technical inputs, provide the opportunity for the board to ask questions of the technical experts for the projects from the local member agencies, and to document board comments on the inputs. The comment period closed on May 3, 2021.

During this comment period, the TPB received: 163 comments via email, 65 from the public comment form on the TPB website, 1 comment via phone call, and 11 letters sent by individuals and advocacy groups.

Comments were summarized in a memorandum dated May 13, 2021, and were presented to the board on May 19, 2021. The board was asked to take these comments into consideration when approving project inputs and the Air Quality Conformity Analysis scope of work at the June 2021 TPB meeting. This comment period was not required by federal regulations.

## **PUBLIC COMMENT – APRIL 1, 2022 – MAY 1, 2022**

The TPB held an open public comment period and interagency review of the following draft documents for public comment from April 1-May 1, 2022: Air Quality Conformity Analysis of the plan and TIP: Summary (this is Appendix C of the plan); 2022 Update to Visualize 2045, TPB's long-range transportation plan; FY 2023-2026 Transportation Improvement Program. Members of the public were invited to review the public comment materials available on the 2022 Update to Visualize 2045 draft plan page: <https://visualize2045.org/plan-update/draft-plan/> and they were invited to submit comments on the draft materials. TPB staff advertised the public comment period via the TPB's public comment email distribution list, social media, TPB News, and newspaper advertisements on the Washington Post, Washington Hispanic, and the Afro-American Newspapers. Additionally, information about the public comment period was shared with the TPB's Technical, Community Advisory, and the Access for All Committees. The TPB also mailed out more than more than 3600 postcards announcing the comment period, the location of the draft materials, as well as conducted three virtual forums.

During this comment period, the TPB received 518 comments, which staff provided to the board in their entirety. Staff also produced a summary of comments and presented the summary to the board during its May 2022 meeting. One Comment from MWAQC was received confirming that the draft determination Air Quality Conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 Transportation Improvement Program (TIP) meets applicable standards.

## **Virtual TIP Forum**

Due to the ongoing public health implications associated with the Covid-19 pandemic, the TPB conducted its public participation activities virtually in the spring of 2022. The TPB staff conducted two virtual forums on April 6 and 7 to present information about the draft update to Visualize 2045 and the staff conducted one virtual TIP forum conducted April 14.

To ensure that the TPB's Community Advisory Committee had the opportunity to attend the TIP forum, the virtual forum was conducted during the first half of the committee's April 2022 meeting, and public was invited. At the Transportation Improvement Plan (TIP) Forum for Fiscal Year 2023-2026, the public meeting featured presentations from the TPB, DDOT, MDOT, VDOT, and WMATA covering each agency's funding programs. More than 40 individuals registered to attend.

**APRIL 2, 2021 – MAY 3, 2021, COMMENT PERIOD**



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Stacy Cook, TPB Transportation Planner, Karen Armendariz, TPB Outreach Specialist  
**SUBJECT:** Summary of Comments Received and Proposed Responses on the Project Submissions for Inclusion in the Air Quality Conformity Analysis of the Constrained Element of the Visualize 2045 update and the FY 2023-2026 Transportation Improvement Program (TIP)  
**DATE:** May 13, 2021

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## PURPOSE

The purpose of this memorandum is to provide information to the board members as the board continues its review and discussions of the projects proposed to be included in the regional conformity analysis. Due to the extensive amount of information received during the comment and interagency review period, the TPB staff prepared and provide this summary memorandum as a courtesy to the board. The full extent of comments and letters received is provided in Appendix A.

This memorandum includes the following attachments:

- Appendix A: Letters Received and Comment Compilation
- Appendix B: TPB April Work Session Summary and attachment
- Appendix C: Conformity Analysis Tables revised with technical corrections received during interagency review

This comment period and interagency review process is a tradition of the TPB and is not a federal requirement. A compilation of the comments submitted by individuals, organizations and businesses have been posted on the TPB's meeting page and at [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment). These comments are also included at the end of this memorandum, which provides a summary of the comments received and includes responses provided by TPB staff and the implementing agencies. The acknowledgements and clarifications from TPB staff and the transportation agencies are provided as recognition of these summarized comments, most essentially noting that the TPB staff are making this information available to the members of the board. As the comment period also serves as interagency review, the comments received by the agencies regarding minor technical corrections have been reflected in the updated conformity table, which can also be found attached to this memorandum.

## BACKGROUND

At its April 2021 meeting TPB staff briefed the members of the board on the draft project submissions to be included in the Air Quality Conformity Analysis of the constrained element of the update to Visualize 2045 and the FY 2023-2026 TIP. The project submissions were released for a 30-day public comment and interagency review period at the TPB Technical Committee meeting on April 2, 2021. This comment period closed on May 3, 2021 at midnight.

At its May meeting the TPB staff will brief the members of the board on the comment period process, the comments received, and the draft responses provided by TPB staff and sponsoring agencies. During the meeting, the board will be provided the opportunity to indicate if it requires any more information beyond the responses provided in this summary.

At its June 2021 meeting, the TPB staff will ask the board to approve the inputs to the air quality conformity analysis (conformity analysis) of the long-range transportation plan (Visualize 2045) and Transportation Improvement Program (TIP) and the scope of work for the conformity analysis.

Please note, the projects proposed to be included in the air quality conformity analysis are a subset of projects in Visualize 2045 and TIP. Not all projects in the plan and TIP can, nor should be, included in the conformity analysis. Federal conformity analysis regulations inform the projects and programs to be included in the analysis and publishes a list of projects that are exempt from such analysis. Also, the inputs, assumptions, and methodology used to conduct the conformity analysis are guided by the federal requirements to ensure that estimated levels of criteria pollutants comply with the federally established emissions levels.

## 2021 PUBLIC COMMENT PERIOD

The TPB held an open public comment period and interagency review of the conformity input tables from April 2 – May 3, 2021. Members of the public were invited to review the public comment materials available on the TPB comment page ([mwcog.org/tpbcomment](http://mwcog.org/tpbcomment)) and to submit public comment on the draft list of projects submitted to the TPB.

TPB staff advertised the public comment period via the TPB’s public comment email distribution list, social media, TPB News, and newspaper advertisements on the Washington Post, Washington Hispanic, and the Afro-American Newspapers. Additionally, information about the public comment period was shared with the TPB’s Technical, Community Advisory, and the Access for All Committees.

Interested parties were able to submit a comment through four different platforms, the options and the number of comments received via each platform is shown in Table 1.

*Table 1 Platforms for Comments and Number of Comments Received*

<i>Platforms for commenting</i>	<i>Number of Comments Received by platform</i>
<i>Sending email to <a href="mailto:tpbcomment@mwcog.org">tpbcomment@mwcog.org</a></i>	163
<i>Writing to the TPB Chair at TPB</i>	0
<i>Using the form online at <a href="http://mwcog.org/tpbcomment">mwcog.org/tpbcomment</a></i>	65
<i>Calling the TPB Public Comment Line at 202-962-3262 and leaving a 3-minute voice mail.</i>	1



The TPB staff received emails/letters from several individuals. The TPB staff also received letters from the following government officials, TPB Community Advisory Committee members, and other organizations as listed below:

- Prince George’s County, County Council Member, Danielle Glaros (TPB Board Member)
- The City of Rockville, MD, Bridget Donnell Newton Mayor (TPB Board Member)
- Nancy Abeles, Bethesda, MD (CAC member)
- Eyal Li of Takoma Park, MD (CAC member)
- Arlington Chamber of Commerce
- Citizens Against Beltway Expansion
- Coalition for Smarter Growth
- Greater Washington Partnership
- Northern Virginia Transportation Alliance
- Southern Environmental Law Center
- Washington Area Bicyclist Association

This memorandum provides a summary of the comments in two sections, a section that summarizes and provides examples of general themes and topics, and a section on project-specific comments. Where examples of specific comments are provided, minor editorial corrections have been made without changing the meaning of the comment. Acknowledgements and clarifications from TPB staff and the transportation agencies are provided as responses to these summarized comments.

## **GENERAL COMMENTS AND THEMES/TOPICS**

### **Topic 1: The draft project does not meet the region’s climate goals [145 Comments]**

TPB staff received 142 comments stating that the draft list of projects submitted to the TPB would not achieve the region’s adopted greenhouse gas reduction targets. Within these comments, people are requesting the TPB to fix the current draft list to meet the region’s climate goals.

**Comment:** “We must fight climate change. Transportation is the largest source of climate pollution in the region (42%), and you have the power to support projects and plans that reduce emissions and oppose those that do not.

Therefore, I urge you to act now to fix the draft list of projects submitted to the Transportation Planning Board (TPB) for the Visualize2045 update to the regional long range transportation plan.

The draft list is almost identical to that of the previous (2018) plan, which was shown to fall far short of meeting the region’s adopted greenhouse gas reduction targets. Just last month, the TPB director, Kanti Srikanth, admitted that the currently proposed list of projects would not achieve those targets either.

It is inexcusable for this region to propose a transportation plan that fails to implement the COG climate plan and do our part to reduce emissions.

I ask you and each jurisdiction's representative at the TPB to fight for these options:

- 1) Model a smart growth/climate-friendly plan in addition to their business-as-usual plan, ideally adopting the climate-friendly plan in the coming year
- 2) Fix the current draft plan now, deleting the road projects that will increase emissions and adding in more transit and local street projects that create more walkable, transit-oriented communities.

A smart growth/climate-friendly network would focus on increasing accessibility to jobs, housing, and services in the region in ways that make our region more equitable, livable, and sustainable. This means reducing the need to drive by creating walkable, mixed-use, transit-oriented communities and addressing the east-west jobs divide, affordable housing, and investments in walking, biking, and transit. These strategies are already being successfully implemented in some parts of our region, and they provide many benefits (equity, safety, health, livability, economic) in addition to significantly reducing GHG emissions.

Please be a leader in fighting climate change via all means, including transportation plans that offer major reductions in emissions.”

**TPB Staff Response:** The TPB agrees that the region should enhance and expediate its efforts to implement transportation projects, programs and policies to effectively mitigate and adapt to climate change.

In 2010, the TPB joined MWCOG's action to set greenhouse gas (GHG) reduction targets to mitigate the impact of climate change. Over the last decade the TPB completed two major climate change focused studies to evaluate strategies to address these targets, including the What Would It Take analysis and the Multisector Working Group study that identified the various types of projects, programs and policies that have the greatest potential to reduce GHG in the transportation sector.

In October 2020, the TPB endorsed new interim GHG reduction goals and new climate resiliency goals. These include a 2030 interim regional greenhouse gas reduction goal of 50% below 2005 levels by 2030; the region's climate resilience goals of becoming a Climate Ready Region and making significant progress to be a Climate Resilient Region by 2030; and the need to incorporate equity principles and expand education on climate change into CEEPC, COG and TPB members' actions to reach the climate mitigation and resiliency goals.

The TPB has adopted a comprehensive set of multi-modal goals and objectives to support the socioeconomic and environmental development of the National Capital Region. These represent the policy element of its long range transportation plan (Visualize 2045) and are explicitly documented in the TPB's policy documents: the TPB Vision, Region Forward, Regional Transportation Priority Plan and TPB Aspirational Initiatives. Climate change and equity are important elements of the TPB's policy priorities.

The solicitation of inputs to update Visualize 2045 explicitly notes the above policy documents and calls for projects, programs and policies proposed to be added to the long-range plan to be consistent with and advance these policy goals and priorities. Visualize 2045 projects and programs generally advance/support the policy goals and priorities; some projects focus on reducing congestion, others on adding travel options (transit, ridesharing, walk/bike), others to improve roadway safety and others support freight movement.

Overall, each successive update / amendment to the region's long range transportation plan has resulted in reduced growth in congestion, reduced growth in vehicle mile traveled and emissions of pollutants, improved mobility, and accessibility, while accommodating considerable growth in population and employment, as reported in the performance analysis of Visualize 2045. Yet these improvements fall short of the goals the TPB has adopted for roadway safety, mobility/accessibility, and climate change. The progress anticipated in Visualize 2045 also falls short of the timeframe to achieving some of these goals (such as for safety, equity, and climate change).

The TPB periodically conducts scenario studies reimagining future land use, travel demand, transportation projects, programs, and policies and fuel type to serve as alternatives to its official long-range transportation plan. One of the purposes of these studies is to help inform transportation investment decisions being made at local, sub-regional and state levels. The most recent scenario analysis was the 2018 Long-Range Transportation Plan Task Force's ten alternative scenarios, five of which have now been adopted as Aspirational initiatives. The official long range transportation plan, however, per United States (U.S.) Environmental Protection Agency (EPA) and the U.S Department of Transportation (USDOT), must be based on officially adopted land use and transportation project investments and policy decisions.

The TPB manages a program called Transportation and Land Use Connections that helps to fund the study and design of local streets projects that meet criteria based on TPB's goals. Most local streets projects are not reflected in the air quality conformity analysis due to the specific technical requirements of what should be included in the analysis.

## **Topic 2: Opposition to highway expansion and road widening [24 comments]**

The TPB staff received 24 comments explicitly opposing any road widening and high expansion projects. Within this category, people expressed opposition to highway expansion and road widening for the following reasons:

**Comment 1)** Highway expansion comes with negative environmental impacts.

Example: "Rural residents are struggling to maintain the health and ambiance of their communities. Automobile exhaust is the major source of greenhouse gasses which diminish air quality, and which many feel has contributed significantly to climate change in the form of rising temperature, more ferocious storms and flooding, long stretches of drought, and forest fires. As Loudoun continues to grow, mountain forests and quality soils are lost to concrete, traffic, housing (another producer of GHGs) and thus is losing the most natural ability to cleanse air and recharge groundwater. Loudoun is set to develop Rivana - a multi-use development on the border with Fairfax County, which keeps housing and development in the urban area...as it should. Please re-focus your efforts on plans which make use of existing public transportation lines and proximity to existing employers."

**Comment 2)** The road-widening projects do not solve the problem of traffic congestion and increases pollution.

Example: "The road widening elements of the draft plan are a travesty. They are will not achieve the traffic reduction goals they aim to achieve and will make it much harder to travel by any other mode. A century of evidence has shown that road widening lead to increased car use and decreases in every other mode. By forcing all trips onto cars, you are making travel more expensive

for everyone in the region.”

**Comment 3)** Highway expansion and road widening projects remove attention from funding public transportation.

Example: “In our region, transportation is a major source of emissions and we are an air quality non-attainment zone. Urban and suburban areas can promote transit over personal vehicles, while in rural areas transit is not as easy to implement. Transit takes vehicles off the road, reducing vehicle miles travelled as well as reducing air pollution. Regrettably, the long range planning and programs, Visualize 2045 proposes \$40 Billion in highway expansion compared to only \$24 B in Transit expansion. This allocation of funds is opposite to what is needed in order to meet the region's GHG reduction goals as articulated in the Metropolitan Washington 2030 Climate and Energy Action Plan, adopted in November 2020. Expanding highways will put more vehicles on the road that will emit more GHG pollution in contradiction to the adopted plan.”

**TPB Staff Response:** The TPB has provided the comments to the members of the TPB and their technical agencies.

### **Topic 3: Prioritize investments in sustainable transportation options [19 comments]**

The TPB staff received 18 comments asking the board to prioritize funding for sustainable projects. Within this topic, people expressed the following issues:

**Comment 1)** Incentivize people to choose sustainable transportation by increasing funding for public transportation.

Example: “I am concerned that Vision 2045 will fuel further sprawl in Maryland instead of shaping our communities around sustainable transportation that will prepare us better for climate change. Highway widening just leads to induced demand. I know my own tendency to hop in a car to get somewhere 10 minutes earlier than public transportation will get me there. I actually prefer to take transit, but to make transit and active transportation work better for me and other Maryland residents, our budgets need to reflect these priorities. Instead of making it easier to drive, we need to make it easier to use every other form of transportation, and our land use planning needs to follow suit. Please don't create more sprawl by temporarily making it easier to drive on highways! The gains for car commutes will disappear within a few years, but we'll be stuck with the sprawl for decades.”

**Comment 2)** Invest in roads that are environmentally friendly and that increase the safety of pedestrians and bicyclists.

Example: “Dear planning board, I'm concerned that the draft plan includes \$40 billion on road projects, which will further contribute to car culture, climate change, pollution and habitat destruction. A higher portion of the budget should be spent on public transportation and on making our communities more walkable and bike-able. Walking and biking are the most eco-friendly, affordable and healthiest ways to get around our area but we spend the least amount of money on them. I am a bike commuter (from Montgomery Co. to DC) and I see every day how much more money needs to be spent in our area to ensure safety for walkers and bikers.”

**Comment 3)** Invest in local projects that create more walkable, transit-oriented communities.

Example: “Fix the current draft plan now, deleting the road projects that will increase emissions and adding in more transit and local street projects that create more walkable, transit-oriented communities. A smart growth/climate-friendly network must increase accessibility to jobs, housing, and services to make our region more equitable, livable, and sustainable. This means reducing the need to drive by creating walkable, mixed-use, transit-oriented communities and addressing the east-west jobs divide, affordable housing, and investments in walking, biking, transit, and renewable energy. Unlike in the 2018 plan, our region must implement these strategies to meet or exceed its adopted greenhouse gas reduction targets of 60% by 2030.”

**TPB Staff Response:** The TPB has provided the comments to the members of the TPB and their technical agencies.

#### **Topic 4: Strategic road projects will bring balance to the plan and benefits during/post pandemic [6 comments]**

The TPB staff received 6 comments in support of road widening projects in the draft project list. The support behind these projects expressed in the comments includes the following:

**Comment 1)** Population growth increases the need for more road infrastructure

Example: “For the last quarter century or so this area has lagged far behind in the need to build additional roads and increase the capacity of existing ones to match the increase in population over those years. We need not only the roads being proposed in this plan but more. Thanks for helping make this happen.”

**Comment 2)** Road projects are needed to travel during and post pandemic.

Example: “The recent pandemic has proven the limitations of spoke and hub public transit. Teleworking have given people the freedom to live wherever they most desire, and being forced to endure a crowded, noisy, unpleasant urban core is not a desirable option for most. Thanks to international pressure, electric vehicles are coming rapidly – the popularity of Tesla proves their potential, and the worldwide commitment to their use will soon make them economically practical and desirable. The “building roads creates congestion” assertion no longer applies, because the travel patterns of daily life will change radically. Please keep the critical funding for the critical highway funding in the plan.”

**Comment 3:** Removing the limited, strategic roadway improvements currently in Visualize 2045 will do little to reduce GHG or VMT.

Example: “As we work together as a region to tackle this important challenge, the Alliance urges DC area elected officials to trust your local transportation planning experts, focus on meaningful changes that produce real benefits, and avoid “quick fixes” that do little to address this important issue.

For example, removing the limited, strategic roadway improvements currently in Visualize 2045 will do little to reduce GHG or VMT. That is because VMT alone is a poor metric for evaluating GHG emission reductions. In fact, VMT is more closely tied to population growth than roadway improvements. The most recent update of Visualize 2045 shows only an 8% increase in lane miles of roadway while VMT increases by 20% and population by 23%.

The reality is that strategic roadway improvements can reduce carbon emissions even though there is a slight increase in VMT. In the 2016 Multi-Sector Work Group (MSWG) study evaluating different emissions reduction strategies, improving roadway operational efficiency provided greater GHG reduction benefits than reducing transit fares, travel times, and headways combined. However, if you only looked at VMT you would conclude the exact opposite. In fact, failing to make these important improvements could have the reverse impact of increasing congestion and associated emissions, especially if no action is taken to significantly increase dense, mix-use development in regional activity centers served by high-capacity transit.”

**TPB Staff Response:** The TPB has provided the comments to the members of the TPB and their technical agencies.

#### **Topic 5: Equity and Climate Change [5 comments]**

The TPB staff received 5 comments specifically asking the TPB to consider equity and climate change as they approve the draft project list.

Example: “This plan is set up to fail future generations and the region with a lack of response to climate change impacts. Expanding roadways only will bring more single occupant internal combustion engines to our roadways, increasing the heat emergency effects of summer (and starting to impact spring and fall already) and further contributing to the emissions of our area. Only conversion of existing lanes to HOV should be utilized in this plan, with a greater focus on smart access to multimodal options. The addition of toll roads once again increases the inequity in our country allowing the rich to throw some money at a problem, since their time is viewed as more valuable. How does this support vulnerable and low income communities that often have the longest commute times to minimum wage jobs? The federal government is getting serious about emission reduction targets by 2030, it is past time that this plan be reevaluated, and course corrected.”

**TPB Staff Response:** The TPB has provided the comments to the members of the TPB and their technical agencies.

#### **PROJECT-SPECIFIC COMMENTS AND RESPONSES**

Public comments were received that focused on specific projects. TPB staff have reviewed each comment and summarized their main points in this memorandum. For public comments that are project-specific in nature, the implementing agencies have provided responses in the form of acknowledgements of clarifications. Additionally, the Coalition for Smarter Growth included a list of project specific recommendations in its letter, to view that set of project-specific comments, please view the letter that is in the compilation in Appendix A to this memorandum. Section L includes a series of other non-project specific comments on the plan development process and inputs, and other project concepts for consideration.

Comments on specific projects that are existing or proposed as technical inputs:

- A. Maryland Traffic Relief Plan I-270/I-495
- B. MD-97 Georgia Avenue, MD83 Mid-County Highway extension and Montrose Expressway
- C. Maryland Bus Rapid Transit Projects)
- D. Governor Harry Nice Bridge
- E. US Route 15
- F. Northstar Boulevard
- G. Route 28 corridor /Manassas Bypass
- H. Long Bridge Rail
- I. VRE 3<sup>rd</sup> and 4<sup>th</sup> Track projects
- J. Metro Silver Line
- K. Crystal City Transitway
- L. Other Comments

## **PROJECT-SPECIFIC PUBLIC COMMENTS**

### **Projects in Maryland:**

#### **A. The Maryland Traffic Relief Plan Projects on I-270 and I-495 [7 comments]**

The TPB staff received seven comments on MDOT's Maryland Traffic Relief Plan, which includes projects on I-270 and I-495. This project is already in the plan, for this update, MDOT has proposed changes on the projects. The following is a summary of those comments:

1. **Comment:** This project should not move on to the predevelopment phase prior to completion of the Environmental Impact Statement.

**Response from the Maryland Department of Transportation (MDOT):** Predevelopment work generally references the phase of preliminary design of a project between the origination of the concept and the initiation of final design and construction. It is the period of gathering information, exploring options, minimizing impacts, eliminating and reducing risks, and making decisions around the definition of the project. The predevelopment work involves, in large part, developing a financially feasible project in collaboration with all parties and stakeholders. The predevelopment work will develop a project that is bankable, can obtain debt financing, and can reach close of finance. This preliminary design work supports the completion of the Environmental Impact Statement and Record of Decision to authorize the final design and construction.

2. **Comment:** The proposed additional lanes will increase traffic and greenhouse gas emissions and will contribute to an increase in climate change.

**Response from MDOT:** Regional vehicle miles traveled (VMT) is anticipated to increase between now and 2045 (consistent with national and local trends over the last several decades). The results from the Metropolitan Washington Council of Governments (MWCOC) model show that there would only be expected to be a slight increase (less than one percent) in VMT in the future years with the addition of high-occupancy toll (HOT) lanes. Additionally, the new HOT lanes will reduce travel times on the Interstate for everyone, allow free usage of vehicles with three or more people, provide new opportunities for reliable suburban transit through express bus connecting people with activity centers,

and reduce traffic delays on local roads. Provisions for carpools and transit will also incentivize drivers to shift to carpools and transit rather than single-occupancy vehicles. Our studies have shown that person throughput increases up to 50 percent on sections of the Interstate during the peak hours.

The results of an air quality analysis completed show a decrease in both Mobile Source Air Toxics (MSAT) and Greenhouse Gas (GHG) emissions in the design year (2040) compared to existing conditions. This is a result of the changeover in fuels and vehicle mix in the future year. More fuel-efficient vehicles and cleaner fuel mixes cause a decline in emissions even as VMT would be expected to increase very slightly. Electric vehicles are accounted for as a fuel type in the air quality model and are factored into the analysis. The results of a quantitative GHG analysis showed a slight increase in GHG emissions from the build alternatives compared to the no-build alternative attributable to the very slight increase in VMT in the design year. However, the build alternatives would result in less GHG emissions compared to existing conditions.

Maryland is committed to reducing GHG and to preparing our State for the impacts of climate change. The Maryland Commission on Climate Change (MCCC) and its Mitigation Working Group (MWG) have demonstrated that commitment by working collaboratively with experts and stakeholders across State and local agencies, environmental, non-profit and academic institutions. The resulting body of work quantifies baseline GHG emissions by sector to understand the impacts that specific plans, policies, and programs will have on future emissions economy-wide. Statewide analyses do not indicate that the HOT lanes will impede Maryland's ability to meet our GHG emission reduction goals. In fact, the Greenhouse Gas Reduction Act (GGRA) Plan documents Maryland's existing and future emissions reductions under several scenarios, all of which include this project. The document illustrates that Maryland will not only meet the 40% by 2030 goal, but that we are dedicated to working together to exceed that goal and to strive for a 50% reduction by 2030.

MDOT continues to be an active partner in the MCCC and Maryland's GHG reduction efforts. We are leading the way on transportation sector scenario and emissions analyses. We have worked with stakeholders, communities, and our partners on the MWG to better understand the impacts of the changes within the transportation sector, ranging from technology improvements, such as the deployment of automated, connected, and electric vehicles to the importance of improving mobility and expanding telework.

**3. Comment:** The need for this project should be re-evaluated given the potential shift in travel and commuting patterns following the pandemic.

**Response from MDOT:** The current traffic conditions associated with the COVID-19 pandemic are anticipated to be temporary, as compared with the ultimate 2045 design year long-term traffic which the high-occupancy toll (HOT) lanes are required to be designed to accommodate. MDOT has closely monitored traffic patterns and traffic projections throughout the pandemic and daily traffic volumes have already recovered to 85% to 90% of pre-COVID levels. Traffic volumes are anticipated to return to pre-COVID levels before the time the HOT lanes are operational.

It is also important to note that I-495 was at or over capacity since the late 1980s during peak hours and I-270 was at or over capacity since the late 1990s during the peak hours. As the years have gone by, those hours of peak congestion on I-495 and I-270 have increased to 10 and 7 hours, respectively. These conditions are expected to return before the time the HOT lanes are operational, and hours of



congestion will only grow with a projected 1.3 million more people and nearly 1 million more jobs in the National Capital Region by 2045.

**B. MD-97 Georgia Avenue, MD 83 Mid-County Highway extension and building the Montrose Expressway East. [2 comments]**

The TPB staff received one comment on Georgia Avenue and the MD 83 Mid-County Highway and two comments regarding the Montrose Expressway. The following is a summary of those comments:

1. **Comment:** These proposed transportation projects that would be seriously damaging to the environment and people's health from increased pollution, that would perpetuate auto-dependent land use and sprawl, and therefore should not proceed.

**MDOT Response:** The MD 97 (Georgia Ave) project will not be widening to 8 lanes; it will be removing the center reversible lane and replacing it with a median and dedicated left turn lanes at specific locations. This project will make safety and accessibility improvements to MD 97 in Montgomery Hills for all users, including a dedicated 2-way cycle track for bicyclists. (The change to 8 lanes for the project was an error, and the LRTP and TIP inputs will be updated to reflect the accurate project details which at its widest is 7 lanes.)

**Montgomery County DOT Response:** Response: Both Mid-County Highway Extension and Montrose Parkway East are projects in Montgomery County Master Plans of Highways and Transitways and are included in several area master plans to accommodate population and employment growth projected in master plans and also to relieve congestion in the future. Current County planning has changed to an emphasis on complete communities and complete streets, Vision Zero and expansion of the role of public transportation. In addition, the County has developed a draft Climate Action Plan (CAP) that outlines actions needed to meet our greenhouse gas emission goals. As such, the County is reevaluating both of these projects and will not be advancing them in the proposed Transportation Improvement Program.

**C. Maryland Bus Rapid Transit Projects [2 comments]**

The TPB staff received one comment on two BRT projects on the roadways MD 355 and US-29.

1. **Comment:** Two particularly valuable projects being planned that I hope will proceed are: BRT on MD 355 (CE3424), and BRT on US-29 so that it extends from Montgomery into Howard County, and is modified so that virtually the entire length of the BRT line runs on a dedicated lane.

**MDOT Response:** Additional information from MDOT (with attached map): The Central Maryland Regional Transit Plan (CMRTP, published October 2020) does identify transit service along the US 29 corridor as one of the 'Early Opportunity' Regional Transit Corridors (#27 Ellicott City to Silver Spring which starts in Howard county and ends in Montgomery county.)

**Montgomery County Response:** Response: The County shares the commenter's emphasis on the importance of building out the BRT network in the County. This network includes the recently opened US 29 Flash as well as the MD355 BRT. The County is advancing both projects in the coming year with



funding for preliminary engineering and design. The County has been in discussions with Howard County and MDOT on BRT service along US 29 to Howard County.

**D. Governor Harry W. Nice Memorial/Senator Thomas “Mac” Middleton Bridge on US 301**  
**[1 comment]**

The TPB staff received one comment on Governor Harry W. Nice Memorial/Senator Thomas “Mac” Middleton Bridge encouraging inclusion of a dedicated lane and one comment suggesting that all planned bridges should have pedestrian and bicycle facilities.

- 1. Comment:** The replacement of the Governor Harry Nice Bridge on US 301 should proceed but it needs to be modified so that it includes the promised pedestrian and bicycle lane.

**MDOT Response:** The Maryland Transportation Authority (MDTA) provided several project updates to the Transportation Planning Board (TPB) in 2019, informing the Board of MDTA’s plans to leverage a bid alternative process evaluating two options: 1) for a barrier separated shared use lane, and 2) for a lane sharing concept for bikes to share the right travel lane with other vehicles. On November 21, 2019, the MDTA Board voted and selected the bicycle lane sharing concept for the new bridge. Final design for the new bridge with the lane sharing concept commenced in January 2020, and construction started in July 2020 for the fully developed bicycle lane sharing design. The MDTA is no longer considering a barrier separated shared use lane for the Nice/Middleton Bridge.

**PROJECTS IN VIRGINIA**

**E. U.S. Route 15 (US 15) [3 comments]**

The TPB staff received three sets of comments on US 15, two comments that expressed concerns about project impacts and one comment that supported the project. The following is a summary of those comments:

- 1. Comment:** These projects will create induced demand and encourage poor land use development.

**Response from Loudoun County:** Travel on Route 15, or that more people will travel on Route 15 in the future just because of the proposed improvements.

The project scope includes:

- Widen Route 15 to a rural four-lane median divided cross section from Battlefield Parkway to Montresor Road.
- a signalized Continuous Green "T" (CGT) intersection at North King Street to allow through traffic to continue north on Route 15 without stopping.
- an updated signalized intersection at Whites Ferry Road.
- a two-lane hybrid roundabout at Montresor Road.
- a realigned section of Limestone School Road to connect with the Montresor Road roundabout.
- a shared use path on the west side of Route 15 from Tuscarora High School to Montresor Road.
- a shared use path along the entire length of Whites Ferry Road

The design process includes context-sensitive methods and follows the Journey Through Hallowed Ground guidelines where possible.

Loudoun County's zoning ordinance and land development regulations do not allow poor land use development. The County's Zoning Ordinance was revised in 2016 to assign the majority of the Route 15 north corridor the Agricultural Rural-1 (AR-1) zoning district which limits development in the area. The corridor was also designated as the Limestone Overlay District, which has development regulations.

On February 2, 2021 The Loudoun Board of Supervisors unanimously endorsed the proposed location and major design elements of the Route 15 – Battlefield Parkway to Montresor Road widening project and directed staff to proceed with the completion of the final design and construction documents. More information about this project can be found at: [Route 15 North Widening: Battlefield Pkwy. to Montresor Rd. | Loudoun County, VA - Official Website](#)

**Response from the Virginia Department of Transportation (VDOT):** The purpose of the project is to improve safety and operations in this highly congested section of Route 15. As a result of the limited project scope and the applicable land use policies for this area in the comprehensive plan, as well as applicable design standards related to the Journey Through Hallowed Ground the project will not result in induced demand or “poor land use development” within this segment of Route 15 as indicated in the County's response above.

**2. Comment:** The need for widening US 15 should be re-evaluated given the potential shift in travel, commuting, and teleworking patterns following the pandemic.

**Response from Loudoun County:** Travel surveys have shown that the traffic on most roads have returned to about 80% of pre-Pandemic traffic. Traffic shifts have occurred primarily in the time of day that trips are occurring. This is subject to change as the Country moves into the fall, schools are open and more return to work. Teleworking a few days, a week is likely to continue as an option for the next year or more. When the nation recovers from the COVID pandemic, traffic patterns may return to normal, pre-pandemic levels.

**Response from VDOT:** The County and the region as a whole are monitoring traffic volumes and patterns during the pandemic and impacts to the future volumes during post pandemic conditions and will be able to make adjustments if needed.

**3. Comment:** The US 15 will reduce congestion and travel times. Projects should include non-motorized travel components wherever feasible.

**Response from Loudoun County:** A shared use path is proposed on the west side of Route 15 from Tuscarora High School to Montresor Road; a shared use path is proposed along the entire length of Whites Ferry Road

**Response from VDOT:** The purpose of the project is to improve safety and operations. As indicated in the County's response above, a shared use path is proposed on Route 15 and along White's Ferry Road to accommodate bicycle/pedestrian mobility wherever feasible. The project is part of the County's Comprehensive plan and needed to improve multimodal continuity and connectivity within the area.

- 4. Comment:** This project should be replaced with an approach that manages traffic flow on US 15 with traffic-calming improvements and roundabouts.

**Response from Loudoun County:** The project scope includes:

- a signalized Continuous Green "T" (CGT) intersection at North King Street to allow through traffic to continue north on Route 15 without stopping
- an updated signalized intersection at Whites Ferry Road
- a two-lane hybrid roundabout at Montresor Road
- a realigned section of Limestone School Road to connect with the Montresor Road roundabout
- a shared use path on the west side of Route 15 from Tuscarora High School to Montresor Road
- a shared use path along the entire length of Whites Ferry Road

Additionally, Loudoun County has a separate project that is currently in design for a roundabout at Spinks Ferry Road and realigned Newvalley Church Road.

**Response from VDOT:** Please note the County's response indicating use of innovative intersections and roundabout in the project area.

- 5. Comment:** Scenic byways like US 15 should be preserved, not widened, to minimize increases in auto emissions and damage to ecological health.

**Response from Loudoun County:** The design process includes context-sensitive methods and follows the Journey Through Hallowed Ground guidelines where possible.

**Response from VDOT:** Under the current conditions, even a minor crash results in road closures, gridlock, additional time for emergency response and longer detours which adds to increased emissions. The purpose of the project is to provide safety and operational improvements to alleviate these conditions while following context sensitive design standards.

#### **F. Northstar Boulevard [1 comment]**

The TPB staff received one comment on Northstar Boulevard.

- 1. Comment:** This project would encourage development of an outer beltway and should be replaced with one that serves as a local collector and features a low-speed design with traffic calming elements.

**Response from Loudoun County:** There are two Phases of this Project:

**Phase 1: Northstar Boulevard:** Shreveport Drive (now called Evergreen Mills Road) to Route 50 - This project will design and construct a new four-lane, median divided segment of Northstar Boulevard from Evergreen Mills Road to U.S. Route 50. The project scope includes a 10-foot-wide shared use path on both sides of the roadway and a traffic signal at Route 50. At the northern end of the project, a new bridge will carry Northstar Boulevard over North Fork Broad Run. Arcola Mills Drive will then be realigned to the south to intersect with Northstar Boulevard. In conjunction with new construction, the project will improve two intersections:



- The intersection at Youngwood Lane will be realigned from its existing intersection with Racefield Lane to a new connection with Northstar Boulevard. This new connection will become the western end of the planned Dulles West Boulevard.
- Racefield Lane will be reconstructed and widened, and it will become the primary access point to the Virginia Department of Transportation (VDOT) Arcola Area Headquarters.

Once constructed, the new 1.6-mile segment of Northstar Boulevard will serve as a minor arterial roadway from John Mosby Highway (Route 50) to Evergreen Mills Road.

Phase 2: Northstar Boulevard: Route 50 to Tall Cedars Parkway - This project provides for the construction of a segment of Northstar Boulevard, a minor arterial roadway, from John Mosby Highway (Route 50) to Tall Cedars Parkway. The plans include the construction of a new signalized intersection on Route 50 located near the Virginia Department of Transportation's Arcola maintenance area headquarters. When completed, this segment of Northstar Boulevard will provide an alternative north/south connection to Route 50, improving capacity and safety on existing roadway networks within the Dulles South area.

**Response from VDOT:** The roadway is not planned to be designed or operated as an outer bypass. The Loudoun County Comprehensive Plan classifies it as a minor arterial. The road is needed to accommodate north-south travel movements within the County.

#### **G. Route 28/The Manassas Bypass/Nokesville Rd/Godwin Drive [ 2 comments]**

The TPB staff received 3 sets of comments regarding these projects and roadways. The following is a summary of those comments:

1. **Comment:** This project would encourage development of an outer beltway and negatively impact the Manassas National Battlefield Park.

**Response from Prince William County:** The Manassas Battlefield Bypass Project - CE3061 was initially submitted to the Transportation Planning Board for inclusion to the Constrained Long Range Plan by the Federal Highway Administration. This area was evaluated as part of the Bi-County Parkway (Formally Tri-County Parkway) Location Study completed in 2005. The study included the completion of a National Environmental Policy Act-NEPA Draft Environmental Impact Statement (EIS). The NEPA study evaluated potential environmental impacts and included coordination with the Manassas National Battlefield Park.

**Response from VDOT:** The Manassas National Battlefield Park (MNBP) Bypass would allow for the closure of the portions of Route 29 and Route 234, which currently bisect the MNBP. The MNBP Bypass will assist in preserving the park by removing commuter traffic passing through the park. The commuter traffic is unrelated to the park function and creates negative environmental impacts on the park. The MNBP study was prepared by the National Park Service, pursuant to specific federal legislation intended to protect the park. (including the Manassas National Battlefield Amendments of 1980 (P.L.96-442§2(c)), and . PL 100-647§10004, which authorized a study regarding "the relocation of highways (known as US 29 and SR 234) in and in the vicinity of" the park.

2. **Comment:** The Manassas Bypass project will have significant negative environmental, historic, and equity impacts.



**Response from Prince William County:** The Manassas Bypass - VA-234 Bypass - CE1897 (Bi-County Parkway) project is not currently in the Prince William County Comprehensive Plan. Prince William County is in the process of updating the Comprehensive Plan which includes evaluating various improvements throughout the County. The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) completed a National Environmental Policy Act (NEPA) for the Manassas Bypass - VA-234 Bypass (Bi-County Parkway). The NEPA Study has detailed information on potential impacts as it relates to the environment and cultural resources.

**Response from VDOT:** The Bypass is in the approved Air Quality Conformity Analysis with a 2040 completion date. The project addresses a lack of north-south routes connecting western Prince William County and the Dulles Corridor. An updated environmental document will be needed before the project moves forward. This will provide a further opportunity to evaluate any impacts and identify mitigation actions if needed.

**3. Comment:** Improvements to the existing Virginia Route 28 corridor should be prioritized over building the Manassas Bypass.

**Response from Prince William County:** Prince William County is in the process of updating the Prince William County Comprehensive Plan which includes evaluating additional improvements along the Route 28 Corridor.

**Response from VDOT:** VDOT recently completed a study to identify potential safety and operational improvements to the existing Route 28 corridor.

Manassas Bypass (Bi-County Parkway) and Manassas Battlefield Bypass were included as part of a National Environmental Policy Act (NEPA) and a (Draft Environmental Impact Statement (DEIS) that was completed in 2005, information about those analysis can be found at:

- [http://www.virginiadot.org/projects/resources/NorthernVirginia/Bi\\_County/BCP\\_Brochure\\_Oct13CIMS\\_Web.pdf](http://www.virginiadot.org/projects/resources/NorthernVirginia/Bi_County/BCP_Brochure_Oct13CIMS_Web.pdf)
- [http://www.virginiadot.org/projects/resources/Tri-County\\_DEIS\\_031605\\_with\\_FHWA\\_Signature.pdf](http://www.virginiadot.org/projects/resources/Tri-County_DEIS_031605_with_FHWA_Signature.pdf)

## **H. Long Bridge [1 comment]**

The TPB staff received one comment on the Virginia Department of Rail and Public Transportation (DRPT) Long Bridge Project.

**1. Comment:** Support the Long Bridge Railroad Crossing project as it will alleviate a critical bottleneck and allow for significantly expanded commuter/passenger rail service.

**Response from TPB Staff:** This comment has been shared with the members of the Transportation Planning Board and the sponsoring agency.



## **I. VRE 3<sup>rd</sup> and 4<sup>th</sup> Track Projects [1 comment]**

- 1. Comment:** The VRE 3<sup>rd</sup> and 4<sup>th</sup> Trak projects will provide much-needed capacity on these commuter rail routes.

**Response from TPB Staff:** This comment has been shared with the members of the Transportation Planning Board and the sponsoring agency.

## **J. Metro Silver Line [1 comment]**

- 1. Comment:** The Metro Silver Line – Phase 2 will provide a vital multimodal link in the region and remove congestion on travel routes to and from Dulles Airport.

**Response from TPB Staff:** This comment has been shared with the members of the Transportation Planning Board and the sponsoring/implementing agencies.

## **K. Crystal Cities Transitway [1 comment]**

The TPB staff received one comment on the Crystal Cities Transitway.

- 1. Comment:** The Crystal City Transitway BRT is also a key connector for our area. These projects will create easier, cleaner, more convenient commuting than driving SOVs.

**TPB Staff Response:** This comment has been shared with the members of the Transportation Planning Board and the sponsoring agency.

## **L. Other**

The TPB staff received several other comments related the plan development process, inputs and projects that are not in the plan at this time.

- 1. Comment:** The analysis of the plan should use reflect the increases in telework since the pandemic began.

**TPB Staff response:** The current, adopted, production-use TPB travel demand forecasting model (Gen2/Ver. 2.3.78) was calibrated and validated to year-2007 conditions (using the 2007/2008 COG Household Travel Survey and other data sets) and validated to year 2010 and 2014 conditions. Documentation can be found on our Model Documentation web page (<https://www.mwcog.org/transportation/data-and-tools/modeling/model-documentation/>). The Gen2/Ver. 2.3.78 Travel Model is an aggregate, trip-based model, sometimes known as a four-step model (FSM). Such models typically do not have telecommuting sub-models, and that is also the case for the Ver. 2.3.78 Model. This means that telecommuting is not explicitly accounted for in our model, but it is implicitly accounted for, in the sense that the year-2007 data used for model calibration had some level of telecommuting present in the data. Similarly, the model validation to year-2010 and 2014 conditions means that it was able to represent travel patterns in those years with the associated levels of telecommuting that existed in those years. We have, in the past, done a rough off-line estimate of the impacts of telecommuting on emissions, and the impacts produce a reduction in the levels of emissions in the region. So, although no model is able to replicate real world conditions with 100% fidelity, our travel model actually somewhat overestimates vehicle travel since it only partially reflects the reduced vehicle miles travelled (VMT) associated with telecommuting. As we mentioned

earlier, we are currently updating our travel model to include an explicit telecommute sub-model, but that model will not be available for the analysis of the 2022 Update to Visualize 2045.

**2. Comment:** There were 4 comments on a concept called the Capital Regional Rail Vision.

**Comment:** Include the addition of regional run through train operations in the Transportation Planning Board's Long-Range Transportation Plan, Visualize 2045, and support the Capital Regional Rail Vision:

**TPB Staff Response:** While there is not a project in the plan called the Capital Regional Rail Vision, some components of this vision plan refer to infrastructure or services of TPB member agencies. This comment has been shared with the members of the Transportation Planning Board and the sponsoring/implementing agencies.

**Virginia Railway Express Response:** VRE's long-range System Plan 2040, adopted by the VRE Operations Board in 2014, does not identify run-through service to Maryland among planned VRE service improvements. VRE will update its System Plan in the coming year and will give consideration to recommendations for run-through service, as outlined in the Capital Region Rail Vision plan, in the update of the plan. Inclusion, at this time, of a project in Visualize 2045 that identifies VRE run-through service to Maryland would be inconsistent with VRE's currently adopted System Plan.

**3. Comment:** Projects for planned bridges without bicycle facilities should add bicycle facilities:

**TPB Staff Response:** This comment has been shared with the members of the Transportation Planning Board and their technical agencies.

**4. Comment: on the US 1, Richmond Highway, Expansion Project**

There was one comment on the US Richmond Highway

1. The comment identified a technical error in the US 1 Expansion Project 3180 and details and noted that if VDOT is not planning to add vehicle capacity over the for the state to consider adding a VRE/Amtrak rail bridge over the Occoquan or a dedicated bus transit bridge with bike/ped over the Occoquan.

**TPB Staff Response:** This comment has been shared with the members of the Transportation Planning Board and their technical agencies. A technical correction has been made by TPB staff for project CE3180 in the conformity tables.



# **Appendix A**

**Information to support board action  
on Visualize 2045:**

**Comment Period and Inter-agency Review Packet**

**Letters and Compilation of Comments Received**



Dannielle M. Glaros  
Council Member  
Council District 3  
(301) 952-3060

Together Strengthening Our Community

May 3, 2021

Charles Allen, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
Via email to: TPBComment@mwkog.org

Re: Visualize 2045 2021 Public Comment

Dear Chair Allen,

Thank you to the Transportation Planning Board members and MWCOG staff for your hard work on the update to the long-range transportation plan, Visualize 2045.

I'm writing today to urge the inclusion of the regional rail through train operations, outlined in the Capital Region Rail Vision report, into Visualize 2045. I was proud to sit on the steering committee for this work. This project should be included as part of the financially constrained element and as an input for the Air Quality Conformity analysis. Details of the Greater Washington Partnerships' Capital Region Rail Vision report of December 2020 can be found at: [https://greaterwashingtonpartnership.com/wp-content/uploads/2020/12/Capital-Region-Rail-Vision-Report\\_Final.pdf](https://greaterwashingtonpartnership.com/wp-content/uploads/2020/12/Capital-Region-Rail-Vision-Report_Final.pdf).

I believe this project fits the criteria for the financially constrained element because there are strong opportunities for federal funding for this plan given President Biden's focus on infrastructure. In fact, this is a crucial time for funding because the Capital Region Rail Vision report indicates that decisions made in the next five years, "will determine whether a more coordinated, integrated regional rail network continues as a viable possibility or remains a missed opportunity."

This project will also influence air quality. The Capital Region Rail Vision report outlines the benefits of this project, including a significant increase in the use of transit over vehicles. This would have a dramatic effect on air quality. For example, in the section, "Benefits by Geography," the Capital Region Rail Vision report estimates that implementation of the plan will increase total weekday am trips on transit by 250% between New Carrollton and Crystal City alone. Without investments like this to streamline transit, congestion will continue to grow in this region along the Beltway.

Again, I strongly recommend the addition of regional run through train operations in the Transportation Planning Board's Long-Range Transportation Plan, Visualize 2045. The time is now to chart the future of our region and achieve a more connected and economically-sustainable transportation system.

Together Strengthening Our Community,

Dannielle M. Glaros



City of Rockville  
111 Maryland Avenue  
Rockville, Maryland  
20850-2364  
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240-314-5000  
TTY 240-314-8137

April 30, 2021

Charles Allen, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002-4239

Dear Chair Allen and Members of the Board

Thank you and the National Capital Region Transportation Planning Board (TPB) for your diligent efforts to update the Region's long-range transportation plan, Visualize 2045. We appreciate the opportunity to provide comments on the projects listed under this plan.

This letter provides the City of Rockville's specific concerns regarding the I-270 and I-495 Traffic Relief Plan P3 – a plan which was to “consider transformative solutions” for users “including improvements to highways and transit.” This plan would convert the existing HOV lanes to HOT and add one (1) managed lane in each direction. Vehicles with three (3) or more people would travel free – a change from the current requirement of two (2) people. Additionally, MDOT's preferred alternative might require the State to provide a subsidy of up to \$482 million to the P3 contractor and \$50 million for predevelopment costs if the project doesn't move forward as planned. According to recent findings, taxpayers may be on the hook for up to \$2 billion to move existing water and sewer lines along I-270. Consequently, we join the entire Montgomery County Council in our support of MDOT's No-Build Alternative (which still provides for multiple highway improvements) and urge you to do the same for the following reasons:

The TPB has been a champion when it comes to air quality and has made much needed progress in this area in recent years. TPB's Vision Goal #5 is to plan and develop a “transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.” The proposal for I-270 is tone-deaf to environmental justice concerns and will cause further degradation of our efforts to reach the Washington Metropolitan Region's Council of Governments unanimously approved 2030 Climate Resiliency goals. According to the International Panel of Climate Change, GHG (global greenhouse gas emissions) must be reduced by at least 45% between 2010 and 2030 and reach carbon neutrality by 2050. The proposal is also inadequate in addressing environmental impacts to Rockville's natural resources and related systems, including critically important stormwater management, parks and open space and the Watts Branch, Rock Creek and Cabin John Creek watersheds – all of which are part of the greater Potomac River Basin which itself drains into the Chesapeake Bay

The Draft Environmental Impact Statement (DEIS) was begun prior to the COVID 19 pandemic, which has resulted in radical changes in daily lifestyles, commuting patterns and telework opportunities. The move to approve any portion of this P3 prior to a new DEIS being approved is unthinkable. Rockville and the County question the validity of the outdated Travel Demand Model used to project 2040 travel volumes and patterns. The wide acceptance of teleworking and extensive use of virtual

MAYOR  
Bridget Donnell Newton

COUNCIL  
Monique Ashton  
Beryl L. Feinberg  
David Myles  
Mark Pierzchala

CITY MANAGER  
Robert DiSpirito

CITY CLERK/DIRECTOR OF  
COUNCIL OPERATIONS  
Sara Taylor-Ferrell

ACTING CITY ATTORNEY  
Cynthia Walters

meetings suggests that travel models must be revised taking into consideration these changes in order to accurately project future demand.

Goal # 4 of TPB's strategies is to support Regional, State and Federal programs which promote a cost-effective combination of technological improvements and transportation strategies to reduce air pollution, including promoting use of transit options, financial incentives, and voluntary emissions reduction measures. This project clearly lacks the application of any significant transit option.

Similarly, the proposal ignores social justice concerns. TPB's vision goal #1 is for the region's transportation system to provide reasonable access at reasonable cost to everyone in the region. The proposed tolls will be unsustainable for those who have moved outside the Beltway to find more affordable homes. The exorbitant cost of tolls at peak periods, which are expected to be \$2 per mile for a 25-mile stretch during rush hour, and an average of \$0.77 per mile for other times, is simply unaffordable for most regional commuters. This does not support social equity, as required by NEPA, and is totally unacceptable.

The focus on increasing capacity in the southern portion before fixing north I-270 is equally concerning as currently there are only two lanes in each direction between I-370 and Frederick. The daily bottleneck is a result of that choke point, and adding capacity on the northern part of the highway should be the first priority of any future project to address congestion. A 2001MWCOC study showed that by 1999, traffic counts along the I-270 exceeded those predicted for 2010 and traffic congestion had already returned to unacceptable levels. What's going to be different this time?

There are nine City of Rockville neighborhoods abutting I-270, along with Julius West Middle School, Rockville Nursing Home, First Baptist Church of Rockville, Rockville Christian Church, and the Wee Center, a children's early learning program. Three of our bridges span I-270 and the traffic impacts caused by reconstruction and congestion will be monumental. The plan to convert Wootton Parkway and Gude Drive to toll lane access roads will further impact our residents with additional noise and air pollution, and will be hazardous to those who use our bike/pedestrian paths, which run adjacent to these roads. Wootton Parkway and Gude Drive are already overburdened and are used as alternative routes to Rockville Pike when there are incidents or congestion on I-270.

Further exacerbating congestion on our local roads, the I-270 managed lanes will function as a "highway within a highway," with no interconnections between managed and free lanes. Cars will have to exit the managed lanes onto local roads, and then take local roads to another ramp to get back on the managed lanes. I-270 will also lose one free lane in each direction, likely sending more drivers onto our roads to escape congestion.

In the City's official comments on the DEIS (attached), submitted in November 2020, we laid out our many concerns about the project and the deficiencies in the DEIS. I refer you to those comments and the accompanying list of 23 specific areas of concern. All of those issues as well as the ones described in this letter to you remain current and unaddressed.

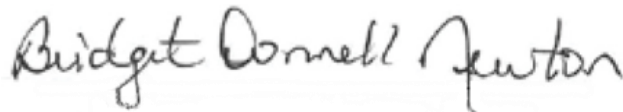
Another TPB Vision Goal (# 7), is to achieve an enhanced funding mechanism(s) for regional and local transportation system priorities that cannot be implemented with current and forecasted

Chair Charles Allen and Members of the Transportation Planning Board  
April 30, 2021  
Page Three

Federal, State, and Local Funding. However, this P3 is a fifty-year financial commitment on a massive scale which offers no benefit to anyone except a private entity whose sole responsibility is to their shareholders. This puts all Maryland taxpayers at great risk. The negative impacts to the City of Rockville and Montgomery County residents, as well as regional commuters, must not be overlooked. By considering alternative approaches, such as the monorail and other environmentally sustainable options, together we can find a solution that is environmentally, socially and economically viable.

We respectfully request your strong support in removing this project from those listed under the Maryland Major Highways in the Visualize 2045 Plan, and we pledge to work together with you to find a more environmental, equitable and sustainable solution to the Region's traffic congestion along the I-270 and 495 corridors

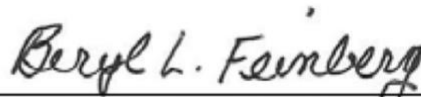
Sincerely,



Bridget Donnell Newton  
Mayor



Monique Ashton, Councilmember



Beryl L. Feinberg, Councilmember



David Myles, Councilmember



Mark Pierzchala, Councilmember

And Councilmembers Ashton, Feinberg, Myles and Pierzchala.

cc:

Senator Benjamin Cardin  
Senator Christopher Van Hollen  
Congressman David Trone  
Congressman Jamie Raskin  
Congressman Anthony Brown  
District 17 Delegation  
Montgomery County Council President and Councilmembers  
Montgomery County Executive

May 3, 2021

Mr. Charles Allen, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Council of Governments  
777 North Capital Street NE, Suite 300  
Washington DC 20002-4239

Re: Visualize 2045 2021 – Comments on MDOT/SHA I-270 and I-95/495 Traffic Relief Plans

Dear Chair Allen,

I write to comment on these tandem plans as a Montgomery County resident who lives near the I-270/495 spur ramps at MD Rte. 355. Also, as immediate past chair, WMCOG TPB CAC, and CAC alternate representative to the Visualize 2045 Aspirations Task Force, as well as a member of multiple local road and transportation project advisories. I have tracked these MDOT projects since their introduction at a local open house.

Our region's need to tackle network congestion is undeniable. Yet we now live in a new world order that will continue to change personal behaviors of all manner. Our new federal administration is concurrently rethinking transportation infrastructure in relation to immediate threats of irreparable environmental and climate damage. We also now acknowledge past faulty transportation strategies, including highway projects that exacerbated racial inequities. COG's recent virtual Town Halls identified our existence in a state of "VUCA", or Volatility, Uncertainty, Complexity, and Ambiguity. In that they fail to truthfully actualize Visualize 2045 Aspirational Initiatives, those same adjectives perfectly describe these projects' vague Visualize 2045 update submissions. My comments track their submissions' goal by Visualize 2045 goal:

**Goal 1: Provide a Comprehensive Range of Transportation Options** As Kacy Kostiuik, TPB member from Takoma Park, MD pointed out during the TPB's April 21, 2021 meeting, document Table 1 implies the projects are predominantly transit plans. Governor Hogan imposed the projects upon Frederick, Prince George, and Montgomery Counties absent collaboration with their planning agencies or officials. MoCo had a more holistic strategy for congestion remediation: peak time reversible lanes without widening, better multimodal splits and potential TDM management, and complementary, better land-use. Transit was added to MDOT's plan after outrage from MoCo citizens, planners, and officials, who still oppose widening.

**Goal 2: Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers** Widening impends harm to the major Activity Center Rockville and its local road network, as cited at the TPB by Mayor Bridget Newton. MoCo's regional transportation network has greater need of "infill," as with development buildout, to contain

sprawl. Our Activity Center web needs interstitial bus service to complement densifying areas and serve non-commuter trips in and around “complete communities.” Instead of a widened highway, electric high-frequency bus fleets could less detrimentally bring commuters or travelers to the nearest high-capacity transit station, where infill housing could also maximize transit use.

Phase 2 at Bethesda, where I-270 spurs and I-495 converge at MD 355 and where pillars elevate Metro train tracks, the project is expected to somehow insert a fly ramp as well as additional lanes. Now just lines in a dense flat diagram, absent a full visualization we can only envision a massively obtrusive highway “mixing-bowl” that compounds complicated local road traffic patterns that already imperil driver and ped safety in a constrained segment entering Bethesda, amid vulnerable trees and parkland. (Thus the EIS assures nothing.) If anything, the area needs to blend contiguously with the Rockville Pike Boulevard plan and Bethesda’s CBD, and become walkable and bikeable. A short distance away, Walter Reed cannot relinquish ROW due to Homeland Security. A bit further, Holy Cross Hospital seems already about to topple into the Beltway, and, contiguously, homes will be compromised or condemned.

Economically, Marylanders fear another P3 financial debacle like Purple Line’s. The relocation of inground infrastructure has nether been considered in terms of interruption nor as calculated into the project’s cost outside the P3 paradigm. This poses incalculable risks to peoples’ daily lives, businesses, and wallets.

**Goal 3: Ensure Adequate System Maintenance, Preservation, and Safety** From an infrastructure standpoint, we can barely perform highway maintenance as it stands, and TPB prioritizes *State of Good Repair* above expansions. The P3 risks cause additional add doubt.

At local presentations, MDOT fudged over the projects’ subsumption of road shoulders, with potential compromise of emergency vehicle access in event of crashes. Speed is emphasized above over safety while crash injuries and fatalities continue to increase here and throughout the nation. With speed and human behavior as primary crash causations, imagine induced volume on more multiple more lanes with proportionately more distracted drivers.

**Goal 4: Maximize Operational Effectiveness and Safety of the Transportation System**

Planners have other TDM tools in their toolbox to reduce congestion without widening. Moreover, appalled MoCo residents including myself were told by MDOT at a recent virtual update that the managed lanes would be accessible only at intermittent interchanges! Drivers from some highway segments must first travel in opposite direction, in general purpose lanes, then get off and circle back. Or pile onto local roads, overloading those networks. How does that reduce VMT and travel time, on the highway or in surrounding areas? And is not the purpose of a highway to benefit communities that live around it?

**Goal 5: Enhance Environmental Quality and Protect Natural and Cultural Resources**

Further, as proven fact, additional lanes will cause people to decide to drive more, and to more places. This is equally proven to result in Induced Demand and increased VMT. These facts are

acknowledged by a growing group of state DOTs--but apparently not ours. DOTs like those of Minnesota and California also recognize that EVs will not solve congestion if they recreate or increase volume. This project's DEIs perhaps purposefully excludes these considerations. EPA's 2002 *Guidebook on Induced Demand* states:

*"... omission of induced travel demands results in underestimation of highway project costs and impacts..."*

and cites (page 16) an earlier MoCo I-270 widening:

*"... trip generation projections did not account for the project's effect on induced travel demand... By 1999, traffic counts along the I-270 exceeded those predicted for 2010, and traffic congestion had already returned to unacceptable levels ... In response to public debate surrounding the I-270, the United States Environmental Protection Agency requested that induced demand effects be included in future transportation improvement programs (TIPs) and regional plans ..."*

These projects will increase emissions rates and elevate pollutant and GHG levels in densely built-out residential communities, including disadvantaged Equity Emphasis areas that are already subject to unfairly unhealthy conditions. Increased air and noise pollution will penetrate well beyond project study lines, as acknowledged by MDOT staff in response to open house questions. As cited by MoCo's planning department, the project will reduce precious, already dwindling urban tree canopy and parkland, increase heat retention, and worsen already problematic storm water runoff--all of which amplify any pollution impacts. Moreover, in line with MDT's "*Under Preparation*" submission response, we fear non-disclosure of full environmental reviews for current or later construction phases of this major project, due to the P3 contract's elongated design/engineering timeline that preclude full and fair NEPA studies.

**Goal 6: Support Inter-Regional and International Travel and Commerce** This could be supported instead by interjurisdictional BRT and express bus connectivity, on managed but unwidened highway. Meanwhile, in contrast to MDOT's proposed widening, Virginia has positioned a rail plan to increase regional connectivity and grow the regional economy. As cited by VRE Director Jennifer Mitchell in her presentation to TPB, their specific goal is to not add or widen roads, to not increase vehicle volume and congestion.

**IN CONCLUSION**, especially after regional lessons learned on forecasting and modeling, it seems best to reconsider the relevance and value of these and other LRP constrained projects, and to rethink our foundational local/regional planning paradigm. An opportunity for true innovation, either for immediate and mid-term response to the pandemic and resulting economic conditions, or potentially for long-term depending on outcomes, perhaps transportation planning should follow the VUCA basis of flexibility for resilience. To be able to adapt to our less predictable future and avoid past errors, perhaps our planning paths forward should center around a selection of adaptable scenarios rather than on fixed assumptions and prescriptions.

Thank you for consideration of my comments.  
--Nancy Abeles, Bethesda



Dear Chair Allen, Transportation Planning Board Members, and TPB Staff,

Thank you for the opportunity to comment on the draft conformity project list.

As a young adult born and raised in Takoma Park, MD, I am concerned about the planned direction of our region's transportation system. I'm fearful for my safety and that of my friends and family when we walk and bike around the region. When I drive places, I am discouraged by the soul-crushing traffic on our roads. I also feel for members of my extended community who are unable to shoulder the expensive burden of vehicle ownership, but who's mobility is limited by the unsafe or unreliable active and public transportation options available to them. Moreover, lower income families in the region are unable to afford housing in transit and job accessible neighborhoods. Our transportation system acts as a barrier to the many opportunities in our region, and I'd like to see it transformed into a tool that empowers all residents and furthers equity.

Beyond these immediate issues, I'm worried that the long-range plan ignores the reality of the climate crisis that we are facing more and more every year.

I am concerned that the proposed projects for the air quality conformity analysis fail to meet MWCOG's 2030 Climate and Energy Action Plan (CEAP), and **TPB should either fix the draft plan to comply with the CEAP or model a climate-friendly plan that explores alternative projects and policies necessary to meet the urgency of climate change.**

As a member of the TPB's Community Advisory Committee, it is unclear to me how well the public comment materials address public input after comments are reviewed. **Do the draft projects, assumptions to be used in the AQ conformity modeling, and the information provided to the public in response to comments take into account what the public has expressed?** Has TPB shared their intention to solicit informed feedback from the public and stakeholders next year on the update to the draft plan?

These comments cover three main topics – why the TPB should change the plan to reflect COG's climate target, how we can meet this goal, and why if the plan is not changed, the TPB should model a climate friendly scenario in the coming months as an alternative to the existing draft plan.

### **The "Why"**

The current Visualize 2045 plan fails to prioritize comprehensive transportation and land use projects and policies that reduce the region's residents' reliance on automobiles. The current plan is projected to reduce per-capita vehicles miles travelled (VMT) by [3%](#)<sup>1</sup> by 2045. This miniscule reduction in per-capita VMT [prevents us](#)<sup>2</sup> from [meeting our climate targets](#)<sup>3</sup> and leaves many of the benefits of reduced driving on the table, including:

- Reduced air pollution: Federal vehicle emissions standards for criteria pollutants are mileage-based, and unrelated to vehicle fuel economy, so reduced driving per capita will reduce levels of criteria air pollution.
- Improved Traffic Safety: Vehicle crash related fatalities and injuries are closely [correlated with VMT](#)<sup>4</sup>, so higher VMT reductions will reduce traffic injuries and fatalities in line with TPB member jurisdictions' "Vision Zero" goals.

- More efficient use of existing infrastructure: Reduced per-capita VMT will enable the region to absorb the projected population growth without corresponding increases in congestion and traffic delay, reducing the need for costly infrastructure investments.

Electrifying the light duty vehicle fleet will not reduce emissions at the rate needed to meet climate targets, and the policies that will accelerate this technological transition are largely [outside of TPB's control](#)<sup>5</sup>. As written in WMATA's letter to TPB Director Kanti Srikanth on November 9<sup>th</sup>, 2020:

*"TPB does control the collaborative vision for the region's transportation network and the amount of VMT we can tolerate while meeting shared climate goals. We can use the next update of the Visualize 2045 long-range plan to further those outcomes proven to reduce GHGs: expanded access to transit and non-motorized travel options, shifts in travel mode choice, and reduced trip times and trip length achieved through proximity to transit, housing, jobs, and daily needs."*

In order to meet our climate goals, and yield the aforementioned co-benefits of reduced miles driven per resident, **TPB must set a absolute VMT reduction goal that will enable us to achieve carbon neutrality by 2050**. I reiterate the demands made by WMATA in the [November 2020 letter](#)<sup>6</sup> for TPB to (1) evaluate different VMT reduction scenarios, based on the implementation of all or part of the recommendations made in the CEAP, and (2) to develop an approach to incorporate a VMT reduction metric into the long range planning process, project selection, and performance assessment.

### The "How"

Adapting Visualize 2045 to meet TPB's climate targets of 50% reductions in GHG emissions below 2005 levels will involve pairing back infrastructure projects that will increase VMT, and doubling down on projects and policies that reduce VMT. We know how to do this.

Building off existing TPB research and evidence from other US metropolitan areas, TPB should plan for the implementation of transportation demand management (TDM) policies, incentivize land use development that meets COG's regional housing targets, and encourage public transit improvements. More on each of these items below.

**Transportation Demand Management:** There are numerous TDM policies available for TPB to consider that reduce congestion on the region's roads. These would improve the efficiency of the transportation system, while helping to reduce VMT and resulting GHG emissions.

- TPB's [Long Range Plan Task Force Draft Analysis](#)<sup>7</sup> from November 2017 projected amplified employer-based TDM as a strategy that would reduce daily VMT by 6% and vehicle hours of delay (VHD) by 24% (with a 7% reduction in CO2 emissions).
- Other TDM policies that would reduce VMT and GHG emissions include congestion pricing on individual roads or in select districts, mileage fees, and additional incentives for high occupancy vehicles.
- Another promising TDM approach is repricing transportation by converting fixed and hidden driving costs to variable charges and rebates. These "[non-toll pricing](#)<sup>8</sup>" policies give commuters the incentive of saving money if they drive less and/or forego a workplace parking benefit. Nationally, this policy bundle was projected to reduce [VMT by 23.2%](#)<sup>9</sup> by 2030, with a similar percentage reduction in CO2 emissions. This suite of policies includes:
  - o Pay-as-you-drive-and-you-save (PAYDAYS) car insurance

- Parking cash outs
- Variably priced metered parking
- Pricing of off-street parking
- Car sharing
- The conversion of fixed state and local vehicle purchase sales taxes into mileage-based fees designed to raise equivalent revenue

**Regional Land Use:** Encouraging housing and commercial development on the east side of the region, prioritizing housing growth in neighborhoods near high-capacity public transit stations, meeting affordability goals, and eliminating restrictive zoning regulations would enable the region grow and improve the efficiency of the transportation system, reduce per-capita VMT (and emissions), and redress the history of racist land use development in the region. We can tackle the dual issues of the housing crises and climate change by concentrating development in areas served by high capacity transit, while increasing our commitments to provide affordable housing. Though TPB and Visualize 2045 cannot directly implement these housing policies, they are regional goals that will affect the types of transportation infrastructure investments that are needed, and which are effective or not, and TPB needs to model and evaluate the housing development goals when deciding on projects.

- The 2017 LRPTF draft analysis projected optimizing the East-West land use balance would [reduce per-capita VMT by 6%](#)<sup>10</sup> and reduce VHD by 19%. It was also projected to increase the percentage of jobs accessible by transit or by private automobile by 10%.
- The LRPTF projected that meeting COG's 3 regional housing targets of Amount, Accessibility, and Affordability would [reduce congestion by 20%](#)<sup>11</sup> with continued investments in transportation infrastructure and supportive land use policies.
- Eliminating exclusionary zoning in neighborhoods near high-capacity public transit would allow more of the regions residents to live in high opportunity, accessible neighborhoods, and get around without relying on a personal vehicle. These reforms would go lengths to improving [housing affordability](#)<sup>12</sup> and addressing the legacy of segregation and inequity in the region.

**Improving Public Transit:** Improving transit goes hand in hand with the regional land use and TDM strategies to improve transportation system efficiency, reduce VMT, and GHG emissions. TPB should plan to incorporate more public transit expansions and service in the long range plan. These services include:

- Bus rapid transit (BRT) and transit way projects. Notably, the project list should include the Route 7 BRT project in Virginia.
- The 2017 LRPTF analysis highlights BRT and transit ways, transit rail extensions, and increasing Metro rail core capacity as tactics that reduce VMT while significantly increase job accessibility and shares of households and jobs in high capacity transit zones.

TDM, transit-oriented land use development, and improved transit service all work together to provide residents with more mobility options, improve access to jobs, schools, and other desirable locations, while reducing car dependence, VMT, and GHG emissions.

On the other hand, road widening projects increase VMT, pushing the region out of reach of our climate targets, while exacerbating the inequities and inefficiencies inherent to the auto-oriented transportation system. Transportation experts have [analyzed](#)<sup>13</sup> how roadway expansions fails to reduce congestion in

the long run, due to the impacts of [induced traffic demand](#)<sup>14</sup>, and how regional planning organizations and DOTs often [ignore this relationship](#)<sup>15</sup>. The I-495 and I-270 expansion project is [not immune](#)<sup>16</sup> to this, as this exact phenomenon happened after the [1989 expansion of I-270](#)<sup>17</sup>. The TPB should downsize or eliminate the road widening projects and specifically the I-495 and I-270 managed lanes project. Adding tolled express lanes is a necessary step to manage congestion, though adding highway capacity will make it difficult if not impossible to meet the climate targets. TPB should encourage the Maryland Department of Transportation State Highway Administration to add toll lanes on existing lanes, instead of adding new lanes.

- While the 2017 LRPTF projected that the construction of an express travel network would reduce VHD by 11%, it would also [increase VMT by <1%](#)<sup>18</sup>, though taking into account the impacts of induced travel demand on new highway capacity would likely increase VMT further. TDM and optimizing the regional land use balance would reduce VHD more than the express travel network while also reducing VMT.

### The Way Forward

TPB should amend the project list to reflect the necessary constraints demanded of us by the changing climate. If TPB decides not to change the project list, it should model a climate friendly Visualize 2045 plan to adopt in the coming year. TPB has the technical expertise to complete this task, and thanks to the three extra months for federal review and one extra month for air quality conformity analysis included in the 2022 Visualize 2045 update timeline, TPB has the capacity to complete this necessary analysis. TPB also has the options to use COG's climate consulting contract or TPB's climate change study to complete this work. TPB can start by building off the 2030 CEAP mode shift strategies including:

- MTSB - 1 Invest in Infrastructure that Increases Transit, Carpooling, and Non-Motorized Travel
- MSTB - 2 Bring Jobs and Housing Closer Together
- MSTB - 3 Enhance Options for Commuters

Lastly, the COVID-19 pandemic has changed the world as we know it and transportation models must account for these changes. TPB should amend its *From No Build to All Build* analysis and the Climate-Friendly Plan to reflect realistic assumptions about the transportation system post-pandemic. TPB should model the likely increase in teleworking reflected in the [Voices of the Region survey](#)<sup>19</sup>: **“Ninety-one percent of those currently teleworking want to do it in the future”** and the Commuter Connections Employer Telework Survey which showed 57% of respondents wanting to continue teleworking post-pandemic at pandemic levels or more.

I hope that TPB can reform the Visualize 2045 plan to ensure that our region does its part to stem our climate impact, and address the related issues of congestion, traffic safety, and social inequity.

Thank you for your consideration.

Eyal Li

Takoma Park, MD

Eyaldanli97@gmail.com

CAC Member

## References

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- <sup>2</sup> CSG Report: Cutting Transportation Emissions by 2030 and Beyond: Smart Land Use and Travel are Essential <https://www.smartergrowth.net/resources/climate-change-energy/csg-report-cutting-transportation-emissions-by-2030-and-beyond-smart-land-use-and-travel-are-essential/>
- <sup>3</sup> This regional plan tries to tackle climate change by 2030. Does it go far enough? <https://ggwash.org/view/79867/this-region-adopts-a-2030-climate-plan-but-more-commitments-are-needed-on-transportation-and-land-use>
- <sup>4</sup> NHTSA - 2006 Traffic Safety Annual Assessment <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/810791>
- <sup>5</sup> TPB December 2020 - Letters Sent/Received <https://www.mwcog.org/file.aspx?&A=7tl86gyFNrDjZK9PLtJQ8ts%2Bq8jgHjfsqVVtwNogJo%3D>
- <sup>6</sup> TPB December 2020 - Letters Sent/Received <https://www.mwcog.org/file.aspx?&A=7tl86gyFNrDjZK9PLtJQ8ts%2Bq8jgHjfsqVVtwNogJo%3D>
- <sup>7</sup> TPB Long-Range Plan Task Force: Draft Analysis Results 2017 <https://www.mwcog.org/file.aspx?&A=p4JrCe45zbv1oUd3kATAKPZvxFjPC2LqsK%2fcA4dpYQw%3d>
- <sup>8</sup> US DOT FHWA - Non-Toll Pricing A Primer <https://ops.fhwa.dot.gov/publications/fhwahop08044/fhwahop08044.pdf>
- <sup>9</sup> Comparing Greenhouse Gas Reductions and Legal Implementation Possibilities for Pay-to-Save Transportation Price-shifting Strategies and EPA's Clean Power Plan [https://www.vtpi.org/G%26E\\_GHG.pdf](https://www.vtpi.org/G%26E_GHG.pdf)
- <sup>10</sup> TPB Long-Range Plan Task Force: Draft Analysis Results 2017 <https://www.mwcog.org/file.aspx?&A=p4JrCe45zbv1oUd3kATAKPZvxFjPC2LqsK%2fcA4dpYQw%3d>
- <sup>11</sup> TPB Long-Range Plan Task Force Reports Home Page 2017 <https://www.mwcog.org/documents/2017/12/20/long-range-plan-task-force-reports-projects-regional-transportation-priorities-plan-scenario-planning-tpb/>
- <sup>12</sup> Plan DC - SINGLE-FAMILY ZONING IN THE DISTRICT OF COLUMBIA APRIL 2020 [https://plandc.dc.gov/sites/default/files/dc/sites/Comprehensiveplan/007\\_Single%20Family%20Housing%20Report.pdf](https://plandc.dc.gov/sites/default/files/dc/sites/Comprehensiveplan/007_Single%20Family%20Housing%20Report.pdf)
- <sup>13</sup> National Center for Sustainable Transportation - Increasing Highway Capacity Unlikely to Relieve Traffic Congestion [https://cal.streetsblog.org/wp-content/uploads/sites/13/2015/11/10-12-2015-NCST\\_Brief\\_InducedTravel\\_CS6\\_v3.pdf](https://cal.streetsblog.org/wp-content/uploads/sites/13/2015/11/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf)
- <sup>14</sup> CityLab University: Induced Demand <https://www.bloomberg.com/news/articles/2018-09-06/traffic-jam-blame-induced-demand>
- <sup>15</sup> Transportation Research Board - Induced Vehicle Travel in the Environmental Review Process <https://journals.sagepub.com/doi/abs/10.1177/0361198120923365>

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<sup>16</sup> Op-Ed: Highway Expansion Would Take Md. in the Wrong Direction

<https://usa.streetsblog.org/2021/02/15/op-ed-highway-expansion-proposal-would-take-md-in-the-wrong-direction/>

<sup>17</sup> US EPA – Guidebook on Induced Travel Demand December 2002

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<sup>18</sup> TPB Long-Range Plan Task Force: Draft Analysis Results 2017

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<sup>19</sup> TPB NEWS - What did the Voices of the Region survey tell us about travel during COVID-19 and beyond?

<https://www.mwcog.org/newsroom/2021/03/09/what-did-the-voices-of-the-region-survey-tell-us-about-travel-during-covid-19-and-beyond-tpb-visualize-2045/>



May 3, 2020

National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002

Dear Chair Allen,

The Arlington Chamber of Commerce encourages the National Capital Region Transportation Planning Board to include cross-river rail service as part of its Visualize 2045 long-range transportation plan. Regional investments are critical to improving the connectivity of the District of Columbia, Maryland, and Virginia, but such direct passenger rail connection is not included in the draft of Visualize 2045.

The current regional rail network connects both Maryland and Virginia with DC, but requires any person traveling between Maryland and Virginia to change between MARC and Virginia Railway Express service, or to connect to Metro. The lack of a seamless connection for rail passengers prevents Greater Washington from enjoying the benefits of a unified rail network, such as facilitating commutes between a home in Maryland and a job in Virginia, or vice versa.

The construction of the new Long Bridge and establishment of the Virginia Passenger Rail Authority expect to expand passenger rail capacity within the Commonwealth and to open opportunity for more connection between Virginia, the District of Columbia, and Maryland. Regional leadership from the Transportation Planning Board can help the region to take advantage of this additional connectivity by including cross river MARC/VRE operation in Visualize 2045.

We thank you for your consideration of these comments.

Sincerely,

A handwritten signature in black ink that reads "Kate Bates". The signature is written in a cursive, flowing style.

Kate Bates  
President & CEO

Mr. Charles Allen, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Council of Governments  
777 North Capital St. NE, Suite 300  
Washington, DC 20002-4239

Dear Chair Allen:

I am writing on behalf of Citizens Against Beltway Expansion, Don'tWiden270.org and the Maplewood Citizens Association to urge the Transportation Planning Board (TPB) to exclude the I-495/I-270 project from its Visualize 2045 update. The plan to add toll lanes to these highways has been rejected by local government planners for Montgomery and Prince George's Counties. Moreover, the proposed project fails to meet a number of the goals set out by the Transportation Planning Board.

**The project fails to meet the TPB's Goal 1 to provide a comprehensive range of transportation options.**

The Maryland-National Capital Park and Planning Commission does not concur with the proposal by the Maryland Department of Transportation (MDOT) to widen I-495 and I-270. In a recent [letter](#) declaring nonconcurrency, the Commission cited, among other concerns, MDOT's failure to consider transit and an alternative that would divert more traffic to the ICC/MD 200.

**The flawed design of the project fails to meet the TPB's Goal 4 to maximize operational effectiveness and safety of the transportation system.**

MDOT's plan would increase traffic on local roads. The highway design would not allow drivers in the general lanes to transition directly to the toll lanes. Instead, the toll lanes would only be accessible from intermittent ramps on local roads. Drivers in general lanes would have to exit the highways and drive on local roads to access ramps to the toll lanes.

**The project fails to meet TPB's Goal 5 to enhance environmental quality and protect natural and cultural resources.**

Widening the highways would induce more people to drive, providing only temporary relief from congestion. The EPA's 2002 [Guidebook on Induced Travel Demand](#) states that planners in the 1990s did not account for induced demand and presents the last widening of I-270 as a case study of induced demand. The EPA noted that traffic congestion levels that were predicted for 2010 were reached 11 years earlier in 1999. Unfortunately, MDOT has not learned the lesson of the last widening of I-270 and has again failed to account for induced demand and the impact it would have on the I-495/I-270 project. The increase in traffic that would result from adding toll lanes to I-495/I-270 would also increase greenhouse gases and other air pollutants including particulate matter. These emissions would harm the health of those residing in the densely populated communities that border the highways and undermine efforts to reduce global warming.

We urge the Transportation Planning Board to exclude MDOT's proposal to add toll lanes to I-495 and I-270 from the Visualize 2045 update.

Sincerely,

Citizens Against Beltway Expansion  
Don'tWiden270.org  
Maplewood Citizens Association



**To: TPB Public Comment**  
**From: Stewart Schwartz, Executive Director**  
**Bill Pugh, Senior Policy Fellow**  
**Date: May 3, 2021**  
**Re.: Comments on Visualize 2045 Draft Conformity Inputs**

**TPB Members: the choice to create a better plan and support a livable climate is yours**

TPB board members can choose to create a long-range transportation plan that achieves our region's adopted climate targets, serves the region's adopted housing goals, improves the accessibility of jobs and other basic needs, and promotes safer, more sustainable and more affordable travel modes.

Or, TPB board members can choose to adopt a business-as-usual list of projects, model them with outdated travel patterns, fail to help achieve regional climate targets, and make no commitments to travel demand management and land use, found by TPB itself to be the most effective regional transportation solutions.

It is entirely within the power of TPB board members and TPB staff leadership to create a better plan now rather than wait until the next four-year update of Visualize 2045. The world has little time left to rapidly reduce greenhouse gas emissions and prevent global catastrophe.

Transportation is the largest source of emissions in the region, depending on electric vehicles is not enough, and it would be totally unacceptable for the region's planning agencies to adopt a climate action plan and then turn around and draft a transportation plan inconsistent with the climate plan.

It is because of the urgency of the moment and the shortcomings of the current draft plan, that our comments must be particularly pointed at this juncture.

**The Coalition for Smarter Growth submits the following comments on the Visualize 2045 draft conformity inputs:**

1. **It is unacceptable for TPB to draft a transportation plan that does not commit to the regional climate plan's transportation strategies and emission targets.** The region cannot wait another four years to create a transportation plan that includes strategies to achieve emission targets and that commits to them, given the urgency of the climate crisis. The National Capital Region of the United States has the technical capabilities, talented personnel, and stature to tackle pressing challenges – if this region cannot take decisive action on climate change, then it leaves little hope for much of the rest of the world.

2. **TPB's own climate studies to date and the experience of peer metropolitan areas provide sufficient guidance to create a better Visualize 2045** that achieves necessary reductions in vehicle miles traveled and emissions while improving access to jobs and services and enhancing equity, safety and health.
  - a. TPB's [2018 LRPTF](#) for example, demonstrates ways to address regional travel priorities and reduce driving and emissions, without pursuing a laundry list of destructive highway expansion projects.
  - b. WMATA's [ConnectGreaterWashington study](#) also demonstrates that land use and travel policies combined with a few strategic transit investments and improved station access can significantly reduce VMT and emissions, while improving travel and accessibility across the region.
  - c. See CSG's Report: [Cutting Transportation Emissions by 2030 and Beyond: Smart Land Use and Travel are Essential](#) for examples of other local and national strategies and our recommendations for the region.
  
3. **The projects and other conformity inputs must be revised so that they are consistent with TPB's own directives, voted 22-0 by the board (with several abstentions) on December 16, 2020.** The current mix of proposed conformity inputs does not meet the TPB's criteria in the Technical Inputs Solicitation that:
  - a. "...the TPB requires its member agencies to prioritize investments on projects, programs, and policies to reduce greenhouse gas emissions, prioritize the aspirational strategies, and achieve COG's land use and equity goals..." and
  - b. Meeting greenhouse gas emissions targets "...will require a reduction in vehicle miles traveled and associated emissions in Visualize 2045."
  
4. **TPB and many project sponsors did not provide sufficient information for the current public comment period on the regional policy consistency of most proposed projects.**
  - a. The public comment materials excluded the vast majority of projects (all of those in the previous plan without significant changes) with regard to how they would address important regional policy priorities. These include policy goals like promoting non-SOV travel, reducing VMT, contributing to reductions in greenhouse gas emissions, and serving equity-emphasis areas. For example, of the approximately 100 major projects in Visualize 2045, the public comment materials provided regional policy consistency information for only 4 major projects. TPB staff set a deadline of April 30 for project sponsors to submit this information, at the very end of the public comment period. While the public may not be as interested in receiving this information for the many maintenance or ongoing operations projects included in the conformity inputs, the several hundred highway/road expansion and transit/rail expansion projects carried over the previous plan are certainly of interest in regards to how they support regional and federal policies.

- b. For the relatively small number of projects that did have regional policy factor information in the public comment materials (25 new or significantly changed projects), many of the projects provided incomplete or vague answers with no explanation as to how they promoted non-SOV travel, would reduce VMT, or would contribute to reductions in GHG emissions.
5. **Modeling and evaluating the plan and future no-build condition using telecommuting assumptions from 2014 would be a tremendous missed opportunity and waste of public resources.**
- a. The short Visualize 2045 promotional video shows someone on a video conference meeting, a clear reference to the massive expansion in telecommuting and tele-services that the pandemic accelerated. Yet TPB has proposed modeling and evaluating its projects using 2014 travel habits.
  - b. Use of outdated telework info would falsely inflate the benefits highway agencies claim for many highway and roadway expansion projects that are largely based on the premise of reducing congestion during traditional AM and PM peak commuting hours.
  - c. Telework was steadily rising even before the pandemic. The [2019 State of the Commute Survey](#), showed that 35% of regional commuters in 2019 teleworked at least occasionally, up from 27% in 2013 and 25% in 2010. The report of the 2019 survey results devoted 7½ pages to the topic of changing telework patterns pre-pandemic.
  - d. Looking forward, 33% of the region’s residents anticipate telecommuting at least one day a week after the pandemic, up from 16% who telecommuted at least one day a week pre-pandemic. These [TPB survey results](#) are consistent with the [plans of major regional employers](#), and indicate a future with lower peak hour travel demand.
  - e. TPB should seek federal guidance and check with other MPOs on how they are addressing post-pandemic teleworking in conformity and other regional forecasting. TPB could also perform sensitivity testing using a range of estimated post-pandemic telecommuting rates aside from the official conformity results if they are required to reflect pre-pandemic travel data.
6. **Evaluate how the project network serves regional policy goals like the adopted housing targets.** If we’re committed to equity and supporting the housing crisis, we should shape our transportation system to meet those goals. In justifying the co-benefits of its housing targets, [COG has cited TPB studies](#) that achieving the regional housing targets would help reduce congestion in the region by 20%. The housing targets would locate more housing in the region from outside and would place most of the new housing near high-capacity transit stations in activity centers. This strategy is also one of the COG 2030 Climate and Energy Action Plan transportation strategies. TPB needs to adjust the project and conformity inputs according to its directive to require that member agencies prioritize projects that achieve “COG’s land use and equity goals.”

7. **Consider the public input provided for the plan in choosing the projects and other conformity inputs.** TPB has conducted an impressive survey and series of focus groups for the plan, providing invaluable information and perspectives from the region’s residents, including groups often excluded. Thus, it is disappointing that TPB officials are not asking project sponsors to review their project submissions based on this new information.
- a. When the TPB Community Advisory Committee received a presentation on the Voices of the Region survey at its March meeting, CAC members asked how the survey results would be used. TPB staff responded that it was largely too late for the survey results to influence the projects in the plan, but that hopefully the survey results would guide some aspirational policy statements to be added to the plan and other subsequent transportation planning efforts in the region.
  - b. Important results of the survey, which suggest the current project mix does not adequately represent the priorities and mobility needs of the region’s residents, include:
    - i. When asked “What transportation investments should we make today that future generations will thank us for tomorrow?”, the majority of the answers involved clean transportation, public transportation, and improvements for walking and biking. A much smaller group cited parking and roads, with roads comprising a mix of fixing existing roads and bridges and responses related to more or wider roads.
    - ii. 84% of the region’s residents agree with the statement that elected officials need to consider the impacts of climate change when planning transportation in the future. For residents under 30 years of age, those most impacted by our long-range planning decisions and by climate change, that percentage rises to 92%. In contrast, less than half of respondents (44%) indicated that traffic congestion is a significant concern that impacts their lives, and 25% said congestion was somewhat a concern that impacted their lives a little.
    - iii. 33% of respondents anticipate telecommuting at least one day a week after the pandemic, up from 16% who telecommuted at least one day a week pre-pandemic.
8. **TPB has two options to change course and create a better Visualize 2045 plan – model a climate-friendly plan in addition to the current proposed business-as-usual plan, or remove destructive, unnecessary highway expansion projects now:**

Option 1: Include and model in the conformity scope of work a climate-friendly plan with land use and travel demand management strategies and appropriate projects, in addition to modeling the business-as-usual project list. TPB staff are correct that projects by themselves have limited impact in achieving the outcomes we want. That is

why TPB should create a second “build” scenario that incorporates the strategies that TPB has found to be most effective, with a network of projects that support these:

- Travel Demand Management – including fair parking pricing, commuter benefits, congestion pricing on existing lanes, and other strategies.
- Land Use – prioritizing transit-oriented and compact walkable development in existing activity centers, achieving the regional housing targets, and addressing the east-west jobs/housing imbalance.
- Projects based on TPB’s other Aspirational Initiatives, but restricting any new toll highway projects to installing tolling on existing lanes.

Option 2: Fix the current draft plan now, deleting the road widening projects that will increase driving and emissions and adding in more transit and local street projects that create more walkable, transit-oriented communities. See CSG project-specific comments under comments 10 - 12 below.

9. **TPB has both time and resources to create a better Visualize 2045.** We believe that TPB can accommodate creating and modeling a climate-friendly plan in its LRTP update schedule. The current Visualize 2045 schedule has 4 extra months: 3 extra months than needed for federal review plus 1 additional month than needed for air quality conformity. The Visualize 2045 process has a roughly \$10 million budget. Alternatively, TPB could collaborate with COG to use its on-call climate consulting contract, or TPB could use part of its TPB Climate Change Study to prepare and model this scenario.
10. **Change the list of projects.** Repeating \$40 billion in highway and road widening projects is a wasteful public investment given changes in travel patterns accelerated by the pandemic. Even before the pandemic, many of the proposed highway and road widening projects in Visualize 2045 were based on flawed travel assumptions that ignored induced demand and promoted auto-dependent land use and travel inconsistent with regional and local policy goals. CSG recommends the following changes to the list of proposed major highway and roadway projects or supports their inclusion where noted:

**Proposed Major Highway Projects**

Location	Project Description (Map #, TIP #, description)	CSG Comments
DC	1. I-295 (CE2860) - reconstruct interchange at Malcolm X Blvd, 2022 (\$200M)	Keep in LRTP - because it replaces existing infrastructure and will include improvements for bike/ped
DC	2. South Capitol St (CE3423) - convert to 6 lane urban Blvd., incl. Franklin Douglas Bridge Reconstruction, 2025 (\$777M)	Keep in LRTP - because it replaces existing infrastructure and will include improvements for bike/ped.
DC	3. Lane Reductions/Reconfigurations for Bicycle Lanes, various years, not mapped	Keep in LRTP - but we call for an even higher level of investment at a much faster pace. Other jurisdictions should adopt

		these road configurations as a primary strategy in lieu of road expansions.
Charles	12. US-301 - Governor Harry Nice Memorial Bridge, 2023 (\$768M)	Modify project in LRTP - Current program needs to include ped/bike accommodations, as this is a 100-year decision. Should also include enhanced demand management on 301 corridor.
Frederick	4. I-70 (CE1187, CE2250) - widen to 6 lanes with interchange at Meadow Rd, 2025, 2035 (\$176M)	Remove from LRTP
Frederick	9. US-15 (Frederick Fwy and Catoctin Mtn Hwy) (CE3566, CE3567) - widen to 6 lanes with interchange at Biggs Ford Rd, 2030, 2040 (\$420M)	Remove from LRTP
Frederick	17. MD-85 (Buckeystown Pke) (CE1210) - widen to 4, 6 lanes, 2022, 2035 (\$220M)	Remove from LRTP - Project answered policy questions claiming GHG reductions and promoting non-auto modes but only checking single-occupant vehicle as mode supported. GHG reduction for this widening project is unsupported; project will instead cause induced demand.
Montgomery/ Prince George's	6. I-95/I-495 (CE3281, CE1182, CE6432) - So called "Traffic Relief Plan," construct 2 managed lanes in each direction, 2025 (\$4.2B)	Remove from LRTP, Replace with Alternative - Instead, support alternative transit-oriented Metro and Purple Line station buildout on east side of region to fix jobs/housing imbalance and reduce long-distance car commuting; combine with more transit; and demand management; convert an existing lane to bus/HOV-3.
Montgomery/ Frederick	7. I-270 (CE6432) - So called "Traffic Relief Plan," construct 1 managed lane & convert HOV to managed lane in each direction, 2025 (\$3.4B)	Remove from LRTP, Replace with Alternative - Instead, support alternative transit-oriented Metro and Purple Line station buildout on east side of region to fix jobs/housing imbalance and reduce long-distance car commuting; combine with more transit; and demand management; convert an existing lane to bus/HOV-3. Existing challenge is really to the N to/from Frederick - potential to add just one lane BUT ONLY IF dedicated from the outset to express bus and HOV-3 + adding MARC Brunswick Line service and Route355 BRT.
Montgomery	10. US-29 (Columbia Pke) (CE1197, CE3641) - improve interchanges at Stewart Ln, Tech Rd/Industrial Pkwy, Musgrove Rd/Fairland Rd, Greencastle Rd, and Blackburn Rd, 2030, 2025, 2045 (\$646M)	Remove from LRTP, Replace with Alternative - These interchanges come at a huge cost, and public funds would be better spent in expanding the frequency and coverage of bus rapid transit on US-29 and connecting to 29.
Montgomery	16. MD-28 (Norbeck Rd) / MD- 198 (Spencerville Rd) (CE1462, CE3476) - reconstruct, widen portions to 4 lanes, 2045 (\$413M)	Remove from LRTP - While we offered this idea as an alternative to the Intercounty Connector (ICC) when it was being planned, now with the ICC built, these roads should remain two lanes. Roundabouts can improve intersection performance. Otherwise, widening will fuel more auto-dependent development.
Montgomery	18. MD-97 (Georgia Ave) (CE2618) - widen to 8 lanes, 2030 (\$104M)	Remove from LRTP
Montgomery	19. MD-97 (Brookeville Bypass) (CE1213) - construct 2 lane bypass, 2021 (\$52M)	Remove from LRTP - Bypasses open up new land to sprawling development and

		undermine downtowns; use roundabouts as alternative.
Montgomery	20. MD-117 (Clopper Rd) (CE1203) - widen to 3, 4 lanes, 2030, 2035 (\$69M)	(No comment)
Montgomery	21. MD-124 (Woodfield Rd) (CE1206, CE3057) - widen to 6 lanes, 2035 (\$129M)	(No comment)
Montgomery	26. Midcounty Hwy Extension (MD-83) (CE1245) - construct 4, 6 lanes, 2045 (\$202M)	Remove from LRTP, Replace with Alternative - It would destroy forests, wetlands, streams and harms parks, Ag Reserve, communities. CSG alternative with the TAME group is bus rapid transit on Route 355, express bus on 270, improved local street connections and using roundabouts at intersections; and reducing auto-dependent development in Clarksburg area.
Montgomery	27. Middlebrook Rd Extended (CE1229) - widen to 4 lanes, 2045 (\$16M)	Remove from LRTP
Montgomery	28. Montrose Pkwy East (CE3703) - construct 4 lanes, 2025 (\$120M)	Remove from LRTP, Replace with Alternative - This would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 Bus Rapid Transit.
Prince George's	5. I-95/I-495 (CE1479) - interchange at Greenbelt Metro Sta, 2030 (\$196M)	Keep in LRTP - Would add two missing movements to the interchange and would support mixed-use transit-oriented development at the Greenbelt Metro Station. If FBI moves out of DC (not our preference) the Greenbelt Metro is the best location option.
Prince George's	8. US-1 (Baltimore Ave) (CE1202, CE3108) - reconstruct 4 lanes, 2023, 2035 (\$116M)	Keep in LRTP - it includes much safer bike/ped facilities and crossings.
Prince George's/ Charles	11. US-301 (Crain Hwy) - widen to 6 lanes, 2045 (\$4.6B)	Remove from LRTP, Replace with Alternative - The massive cost of this project requires a different approach - stopping sprawling development proposals, looking at local street networks, demand management, and enhanced commuter bus service.
Prince George's	13. MD-3 (Robert Crain Hwy) (CE1195) - widen to 6 lanes, 2035 (\$1.8B)	Remove from LRTP, Replace with Alternative - The massive cost of this project requires a different approach - stopping sprawling development proposals, looking at local street networks, demand management, and enhanced commuter bus service.
Prince George's	14. MD-4 (Pennsylvania Ave) (CE1194, CE3547) - widen to 6 lanes with interchanges at Dowerhouse Rd, Westphalia Rd, and Suitland Pkwy, 2040 (\$533M)	Remove from LRTP, Replace with Alternative - Better local street grid, bus.
Prince George's	15. MD-5 (Branch Ave) (CE1196, CE3469) - upgrade, widen to 6 lanes including interchanges, 2030, 2035 (\$790M)	Remove from LRTP, Replace with Alternative - Enhanced commuter bus service, bus lanes, and TDM investments
Prince George's	22. MD-197 (Collington Rd) (CE2253) - widen to 4 lanes, 2030 (\$94M)	Remove from LRTP, Replace with Alternative - Traffic management using roundabouts and traffic calming, including addition of protected bike/walk facilities but without four laning.
Prince George's	23. MD-202 (Landover Rd) (CE1190) - Largo Town Center Metro Access Improvement, reconstruct 6 lanes, 2045 (\$24M)	Remove from LRTP, Replace with Alternative - Investments that increase

		walk, bike and transit access and safety in the area
Prince George's	24. MD-210 (Indian Head Hwy) (CE1199) - upgrade to 6 lanes and interchange improvement, 2040 (\$754M)	Remove from LRTP - This will induce more traffic and sprawl.
Prince George's	25. MD-450 (Annapolis Rd) (CE1207) - widen to 4 lanes, 2030 (\$67M)	Remove from LRTP - This will induce more traffic and sprawl.
Arlington/ Fairfax	29. I-66 HOT (Inside Beltway) (CE2096, CE3484), revise operations from HOT 2+ to HOT 3+ during peak hours and bus service, 2022, 2040 (\$375M)	Modify project in LRTP - Update the current project so that it is tolled in both directions, goes from HOV-2 to HOV-3 and the continued use of revenues for expanding transit and bike/ped access to transit.
Arlington	31. I-66 (CE3484) - Extend existing westbound acceleration/deceleration lane and add additional lane eastbound 2022, 2040 (\$59M)	(No comment, project completed)
Fairfax/ Prince William	30. I-66 HOT (Outside Beltway) (CE3448) – widen/construct HOT lanes and bus service, 2021, 2022, 2040 (\$4.4B), under construction	Project as designed is a done deal, but note the destructive impact in terms of hundreds of acres of tree loss and expansion of heat inducing pavement and stormwater.
Fairfax	32. I-95/Fairfax County Parkway (CE2667, CE2668) - enhanced interchanges for BRAC, 2025 (\$57M)	(No comment, project likely a done deal necessitated by BRAC decisions)
Fairfax/ Alexandria	34. I-95/I-495 (CE2147) - reconstruct interchange at Van Dorn St, 2030 (\$40M)	(No comment at this time; Need more information on this project.)
Fairfax	37. I-495 (CE2069) - construct 4 HOT lanes with northbound shoulder lane and new ramps, 2025 (\$500M)	Remove from LRTP, Replace with Alternative - Instead of further VA HOT lanes expansion, pursue a regional transit-oriented development and travel demand solution. Meanwhile this proposed project if it goes forward includes far too little money for transit and taxpayers have to pay Transurban if more than 24% of vehicles are buses and carpools.
Fairfax	38. I-495 Auxiliary Lanes (CE3272) - construct 2 auxiliary lanes in both directions, 2030 (\$3M)	(No comment at this time; Need more information on this project.)
Fairfax	39. I-495 (CE3208, CE3186, CE2069) - interchanges at VA 267, 2025, 2030, 2045 (\$70M)	Remove from LRTP, Replace with Alternative - We support bus rapid transit expansion instead.
Fairfax	40. Dulles Toll Rd (VA-267) (CE3151, CE3154) - Collector-Distributor Road west-bound, 2035, 2037 (\$62M)	Remove from LRTP, Replace with Alternative - Silver Line Phase 2, Route 7 BRT, and parking pricing can all reduce driving demand. We should be favoring transit access to Tysons not facilitating more driving into Tysons
Fairfax	41. Dulles Toll Rd (VA-267) (CE3151, CE3154) - Collector-Distributor Road east-bound, 2035, 2036 (\$124M)	Remove from LRTP, Replace with Alternative - Silver Line Phase 2, Route 7 BRT, and parking pricing can all reduce driving demand. We should be favoring transit access to Tysons not facilitating more driving into Tysons
Fairfax	42. Dulles Toll Rd (VA-267) (CE3152) - interchange at New Boone Blvd Extension, 2037 (\$79M)	Modify project in LRTP - Refine as a limited scale interchange connection to the New Boone Boulevard Extension. The new extension is part of the planned Tysons grid of streets and this connection can reduce demand on Route 7.
Fairfax	43. Dulles Toll Rd (VA-267) (CE3153) - interchange at Greensboro Drive/Tyco Rd, 2036 (\$28M)	(No comment at this time; need more information on this project. Possibly



		support as potential connection to the grid of streets within Tysons.)
Fairfax/ Loudoun	44. Dulles Access Rd (VA 267) (CE1965) - widen to 6 lanes including interchange reconstruct at I-495, 2030 (\$40M)	Remove from LRTP, Replace with Alternative - The Silver Line is the appropriate alternative commute mode. Consider turning Dulles Airport Access Road to a HOT lane facility remaining under control of a government entity so maximum revenues can go to transit.
Fairfax	45. US-1 (Richmond Hwy) (CE1942) - widen to 6 lanes, 2028 (\$37M)	Modify project in LRTP - Refine cross section as two lanes in each direction for cars and one in each direction for bus rapid transit. Cost estimate appears to be far too low. Incorporate design changes to reduce the width and for a design speed of 35mph instead of 45mph.
Fairfax	46. US-1 (Richmond Hwy) (CE3180) - widen to 6 lanes, 2035 (\$127M)	Modify project in LRTP - Refine cross section so it does not add new car lanes. If widening continues in this southern section the new lane in each should be limited to use as dedicated bus lanes or dedicated bus and HOV. But it doesn't make sense to do this project without expanding the Occoquan crossing. Note though a new bridge crossing could be restricted by the I-95 Concessionaire Agreement with Transurban.
Fairfax	54. US-29 (Lee Hwy) (CE1933) - widen to 6 lanes, 2040 (\$130M)	Remove from LRTP - I-66 HOT lanes will provide increased capacity for through trips. Wider roads like this divide communities.
Fairfax	55. US-29 (Lee Hwy) (CE3474) - widen to 6 lanes, 2024 (\$32M)	Remove from LRTP - Again, the new I-66 HOT lanes provide additional capacity for longer distance trips. This would also put increased pressure to widen 29 through historic Manassas National Battlefield Park.
Fairfax	57. US-50 (Arlington Blvd) (CE2182) - widen to 6 lanes, 2035 (\$249M)	Modify project in LRTP - Any additional lanes should be BRT only, and bike/ped facilities should be added as part of creating a mixed-use walkable, transit oriented corridor.
Fairfax	59. VA-7 (Leesburg Pke) - (CE3161) widen to 6 lanes, 2030 (\$71M)	Modify project in LRTP - - If lane added it should be limited solely to the Route 7 BRT.
Fairfax	60. VA-7 (Leesburg Pke) (CE2105) - widen to 6, 8 lanes, 2024, 2030 (\$314M)	Modify project in LRTP - Opposed to expansion to 6 lanes unless it was dedicated to BRT. Project is under construction but call for the new lane to be BRT only or BRT + HOV3. We strongly oppose a fourth lane in each direction. Alternative is supporting transit access to Tysons and other job centers.
Fairfax	61. VA-7 (Leesburg Pke) (CE2175) - widen to 6 lanes, 2030 (\$34M)	Remove from LRTP, Replace with Alternative - Opposed to adding lanes for more cars through this diverse area with significant walk, bike and transit using population. If a third lane is added in each direction it should be solely for Route 7 BRT.

Fairfax	62. VA-28 (Sully Rd) (CE1734) - widen to 8-10 lanes, HOV in additional lanes during peak, 2021, 2025, 2040 (\$100M)	Remove from LRTP, Replace with Alternative - This is a longstanding project which illustrates the costs of sprawling auto-dependent development in Eastern Loudoun and Western Fairfax. We oppose 10 lanes and instead support conversion of the fourth lane in each direction to bus only with HOV. This should also be pursued instead of widening the Fairfax County Parkway.
Fairfax	64. VA-123 (Chain Bridge Rd) (CE3376, CE3698) - widen to 6, 8 lanes, 2030 (\$22M)	Remove from LRTP, Replace with Alternative - Opposed to further widening of Chain Bridge Road. Tysons is to be a walkable, bikeable, transit oriented center.
Fairfax	65. VA-123 (Ox Road) (CE1784, CE1856) - widen to 6 lanes, 2030 (\$70M)	Remove from LRTP - Like so many other projects it will increase driving.
Fairfax	66. VA-236 (Little River Tpke) (CE1760) - widen to 6 lanes, 2030 (\$58M)	Remove from LRTP - Full study needed of sustainable transit and bike alternative.
Fairfax	67. VA-286 (Fairfax County Pkwy) (CE2106) - widen to 6, 2030, 2035, 2040 (\$197M)	Remove from LRTP - Promotes more driving and will be followed by pressure to expand development in areas without good transit.
Loudoun	51. US-15 (James Madison Hwy) (CE3738) - widen to 4 lanes, 2026 (\$110M)	Remove from LRTP, Replace with Alternative - A study showed that keeping to two lanes and using roundabouts would be safer, allow for flow, preserve a historic Scenic Byway, and cost far less. Full widening to four lanes is part of Loudoun's plan to widen the whole northern stretch to Point of Rocks and would induce more driving.
Loudoun/ Fairfax	56. US-50 North Collector Road (CE3739) – construct new 4 lane road, 2029 (\$110M)	Remove from LRTP, Replace with Alternative - Can provide an alternative to Route 50 but as part of this, Route 50 lanes (one in each direction) should be converted to dedicated bus + HOV2 or HOV3 lanes. Alternatively, this road and Tall Cedar Parkway could be given dedicated transit lanes.
Loudoun	58. VA-7/US-15 Bypass (Harry Byrd Hwy) (CE1870) - upgrade and widen to 6 lanes, 2040 (\$55M)	(No comment)
Prince William/ Fairfax	33. I-95 (CE3667) - add southbound auxiliary lane, 2022 (\$54M), under construction	Keep in LRTP - To be complete in 2022
Prince William	35. I-95 (CE3697) - construct HOT reversible ramps to access VA-642 (Opitz Road), 2022 (\$60M)	Modify project in LRTP - Support since 95 lanes have been built. Private Funding, No Lane Capacity, Just new ramp from I-95 Express Lanes
Prince William	36. I-95 (CE3556) - construct HOT lanes ramp south of Russell Rd., 2022 (\$16M), under construction	Modify project in LRTP - Support since 95 lanes have been built. Private Funding, No Lane Capacity, Just new ramp from I-95 Express Lanes
Prince William	47. US-1 (Richmond Hwy) (CE3173) - widen to 6 lanes, 2022 (\$125M), under construction (complete 2022)	Modify project in LRTP - Third lane in each direction should be a dedicated BRT lane.
Prince William	48. US-1 (Richmond Hwy) (CE2594) - widen to 6 lanes, 2030 (\$127M)	Modify project in LRTP - Third lane in each direction should be BRT lane.
Prince William	49. US-1 (Richmond Hwy) (CE3291) - widen to 6 lanes, 2040 (\$58M)	Remove from LRTP - because, I-95 (CE3556) - construct HOT lanes ramp south of Russell Rd., 2022 (\$16M) and

		Transforming Rail in VA provides additional capacity for Quantico.
Prince William	50. US-15 (James Madison Hwy) (CE3162) - widen to 4 lanes, 2030 (\$45M)	No comment
Prince William	52. US-15 (James Madison Hwy) (CE3162)- widen to 4 lanes, 2040 (\$54M)	No comment
Prince William	53. US-29 (Lee Hwy) (CE1993) - widen to 5 lanes, 2030 (\$255M)	Remove from LRTP - This is potentially a part of Bi-County Parkway/Manassas Battlefield Bypass and would increase pressure to widen Route 29 through historic Manassas National Battlefield Park.
Prince William	63. VA-28 (Nokesville Rd) (CE2045) - widen to 4 or 6 lanes, 2022, 2040 (\$71M)	Remove from LRTP - This would increase pressures to open up more rural land to development.
Prince William	68. VA-294 (Prince William Pkwy) - widen to 6 lanes, 2040 (\$263M)	Remove from LRTP - Innovative Intersections changes should be sufficient through 2045.
Prince William	69. Manassas Bypass (VA-234 Bypass) - (CE1897) construct 4 lanes, 2040 (costs captured in other projects)	Remove from LRTP - Opens up Rural Crescent to development. I-66 and Route 28 will provide fastest access to Dulles Airport. We support roundabouts for 29 and Pageland, 234 and Pageland, 234 and 659 to move local traffic.
Prince William	70. Manassas Battlefield Bypass (CE3061) - construct 4 lanes and close portions of US-29 (Lee Hwy) and VA-234 (Sudley Rd), 2030, 2040 (\$28M)	Remove from LRTP - Opens up Rural Crescent to development. I-66 and Route 28 will provide fastest access to Dulles Airport. We support roundabouts for 29 and Pageland, 234 and Pageland, 234 and 659 to move local traffic.
Prince William/ Manassas	71. VA 28 Manassas Bypass (CE1865) - construct 4 lanes, 2025 (funding not listed)	Remove from LRTP, Replace with Alternative - The PW County selected version would take affordable homes from immigrant and low-income residents and impact Flat Branch which feeds Bull Run and the Occoquan drinking water supplies. We support innovative design solutions for Route 28 on the east side of Manassas and Manassas Park. Existing 234 bypass and expanded I-66 will provide plenty of capacity for commuter trips.

11. We generally support these valuable transit and rail projects. In the case of a few, we request that they be modified or replaced with better alternatives that do not involve expanded highway lane capacity and promote auto-dependence. In addition, we note projects that need to be explicitly incorporated into Visualize 2045. See comments in table below on major transit/rail projects.

**Proposed Major Transit-Rail Projects**

Map ID	Project Description	CSG Comments
1	DC Streetcar (CE3081,5754) , 2026, 2040	Keep in LRTP - Prioritize the Benning Road Streetcar Extension

2	DC Dedicated Bicycle Lane Network, various years (not mapped)	Keep in LRTP
3	16th Street Bus Priority Improvements (6638), 2022	Keep in LRTP
4	DDOT H and I street Bus- Only Lanes (grouped project ID 3212)	Keep in LRTP
5	Corridor Cities Transitway BRT (CE1649) - from Shady Grove to COMSAT, 2035	Keep in LRTP
6	North Bethesda Transitway BRT (CE3663) - from Montgomery Mall to White Flint Metro, 2030	Keep in LRTP
7	Veirs Mill Rd BRT (CE3103) - from Wheaton Metro to Rockville Metro, 2025	Keep in LRTP
8	Randolph Rd BRT (CE3662) - from US-29 to MD-355, 2040	Keep in LRTP
9	New Hampshire Ave. BRT (CE3672) - from Takoma Metro to Colesville P&R, 2045	Keep in LRTP
10	MD-355 BRT (CE3424) - from Bethesda Metro to Clarksburg, 2030	Keep in LRTP
11	MARC (CE3427) - Increase trip capacity and frequency along all commuter rail lines, 2029	Keep in LRTP
12	Purple Line (CE2795) - Bethesda to New Carrollton, (completion date under review)	Keep in LRTP - TPB should call for urgent action by the Hogan Administration to restart the project. Related bike/ped, and local street network projects that will improve station access should also be prioritized in the LRTP.
13	Crystal City Transitway Northern & Southern Extension BRT - (CE3521, CE3648), 2022, 2025, 2030	Keep in LRTP
14	Metro Silver Line (Dulles Corridor Metrorail Project) (CE1981) - Phase 2, 2022	Keep in LRTP - Project is in the final phase of construction but needs further bike/ped and local street network projects to provide safe access to the stations. Those are missing at many stations now.
15	Duke St Transitway - (CE2932) King St Metro to Fairfax County line, 2027	Keep in LRTP
16	Potomac Shores VRE Station, (CE2831) 2022	Keep in LRTP
17	Potomac Yard Metro Station, (CE3013) 2022	Keep in LRTP - Support related projects that will improve station access.
18	US-1 BRT from Huntington Metro Station to Woodbridge, (CE3496) 2030	Modify project in LRTP - CSG supports the BRT but we have opposed the road widening of additional segments of Route 1 and would prefer that the configuration were two car lanes in each direction + the two BRT lanes.
19	US-1 bus lanes and improved intersections, (CE1942) 2035	Modify project in LRTP - CSG supports the BRT but we have opposed the road widening of additional segments of Route 1 and would prefer that the configuration were two car lanes in each direction + the two BRT lanes.
20	West End Transitway (CE2930) - Van Dorn St Metro to Pentagon Metro and to Landmark, 2026, 2035	Keep in LRTP
21	VRE - 3rd and 4th track projects to reduce headways along the Manassas and Fredericksburg Lines, (CE2832, CE2420) 2025, 2028, 2035	Keep in LRTP
22	I-495 HOT Lane Express Bus Service, 2030	Remove from LRTP, Replace with Alternative - CSG supports express bus service but opposes the HOT lane extension. In addition to transit, we support a transit-oriented development focus for the region to reduce driving demand.
23	I-66 HOT Lane Enhanced Bus Service (CE3484, CE3448), 2025, 2040	Remove from LRTP, Replace with Alternative - CSG supports express bus service but opposes the HOT lane extension. In addition to transit, we

		support a transit-oriented development focus for the region to reduce driving demand.
24	Additional Long Bridge railroad crossing with two-tracks and pedestrian/bike access, 2027	Keep in LRTP - Also support the full Virginia rail corridor expansion to Richmond and North Carolina
NA	Route 7 BRT (missing from list of Major Projects)	CSG asks for this project to be explicitly included in the plan. We also prefer that the transitway be added without expanding the right of way. As part of this, if there is an existing six car lane section, two lanes should be converted to BRT; if there is a two lane in each direction section, they should use existing median space for the BRT. If there is not a wide median along a two lane in each direction section, a new third lane in each direction must be dedicated to the BRT. (Based on the info provided, it is unclear if the BRT is included in various Route 7 road widening projects as listed in Visualize 2045)
NA	Other regional transit/rail projects at various stages of development across the region (missing from list of Major Projects)	CSG supports including these projects if they meet CLRP project development stage requirements: segments of the 81-Mile Montgomery County BRT network not yet included, the Duke Street Transitway, MARC investment plan, Route 28 BRT in PW and Fairfax, regionwide safe routes to transit projects (bike/ped), Wilson Bridge Metrorail and American Legion Bridge Metrorail.

12. For new/significantly changed minor projects, some of the road widening projects did not fully answer the regional policy factor support questions but make claims that they would promote non-auto travel and reduce VMT. See comments in table below on new/significantly changed minor projects.

### New/Significantly Changed Minor Projects

Policy Tables ID (pp. 11-14 of PDF, full packet)	Project	Project Description	CSG Comments
6	MD 85 Buckeystown Pike	Widen MD 85 to a four-lane divided highway from south of English Mountain Way to south of Crestwood Boulevard/Shockley Drive, then six lanes north to Grove Road and including I-270 interchange reconstruction. Auxiliary lanes will be included where necessary. Phases include: Phase 1 (in construction, anticipated complete 2021) - South of Crestwood Boulevard/Shockley Drive to North of Spectrum Drive, including I-270 interchange (see TIP ID 6483 - project cost of \$82,000 has been subtracted from previously provided cost of \$220,000,000)	Remove phases not already under construction from LRTP - Project answered policy questions claiming GHG reductions and promoting non-auto modes but only checking single-occupant vehicle as mode supported. GHG reduction for this widening project is unsupported; project will instead cause induced demand.
7	VA 620 Braddock Rd	Widening Braddock Road between Paul VI Eastern Entrance & Loudoun County Parkway	Provide additional information re. regional policy factor questions to

		from 2 to 4 lanes. This project provides for the planning, design, right-of-way acquisition, and construction to widen Braddock Road (Route 620) to four lanes between the Eastern Entrance of Paul VI high school and Loudoun County Parkway. The project entails the construction of a four lane, median-divided roadway within a 90 -foot right-of-way and includes the construction of shared use paths on both sides of the road. This project provides a Shared Use Path (SUP) that promotes bike and walking to regional transit that serves Metrorail Stations.	document how this road widening project promotes non-auto travel and VMT reduction. This is very distant from the Loudoun Metro stations.
8	Worldgate Dr Ext.	Herndon Metrorail Intermodal Access Improvements - PH II - (Worldgate Drive Extension at Herndon Parkway). Worldgate Drive Extension will link Van Buren Street to Herndon Parkway to alleviate congestion for the transit-oriented core of the Herndon Metrorail Station Area	Keep in LRTP
9	VA 607 Loudoun Cty Pky	This project provides for right-of-way acquisition for the widening of Loudoun County Parkway (Route 607) from four to six lanes between Ryan Road (Route 772) and Shellhorn Road (Route 643), and the construction of turn lanes at the intersection. Construction of the roadway improvements are proffer conditions of the Silver District West development	Provide additional information re. regional policy factor questions to document how this road widening project promotes non-auto travel and VMT reduction. Six-lane high-speed arterials divide communities and undermine bike/walk/transit unless the 6th lane is dedicated to bus.
10	VA 645 Croson Ln	This project provides for the planning, design, right-of-way acquisition, and construction to widen Croson Lane (Route 645) to four lanes between Claiborne Parkway (Route 901) and Old Ryan Road (Route 722). The project entails the construction of a four-lane, median-divided roadway within a 120-foot right-of-way, and includes the construction of a sidewalk on one side of the road and a shared use path on the other side.	Support in LRTP if ROW is reduced to limit the road to four lanes with full bike ped access on both sides of the road.
11	VA 659 Belmont Ridge Rd	VA 659 Belmont Ridge Road, Reconstruct. Construct or widen to a four-lane, divided road on a six-lane RW.	Do not support in LRTP
12	Crosstrail Blvd	Segment C. This project provides for the planning, design, right-of-way acquisition, and the construction of a four-lane median divided road as a Major Collector between Sycolin Road and the Dulles Greenway on a 120 ft. wide right- of- way. The project also includes shared use paths on both sides of Crosstrail Boulevard and a bridge over Sycolin Creek.	(Appears to be already in progress)
13	VA 3171 Northstar Blvd	This project provides for the planning, design, right-of-way acquisition and construction of the remaining two lanes of Northstar Boulevard between Tall Cedars Parkway (Route 2200) and Braddock Road (Route 620). The project will include a shared use path along the new travel lanes, modifications to an existing traffic signal and new traffic signals where warranted	Do not support in LRTP

14	Annapolis Way Extension	Construct approximately 0.28-mile segment of roadway between existing segments of Annapolis Way to create a connection between Route 1 and Route 123 (Gordon Blvd). #3753	Support in LRTP with lanes limited to 10 to 11 feet width
15	Horner Rd	Construct extension of Marina Way to connect with Horner Road at Route 123 to create a parallel facility to Route 1 and I-95 and create internal road network to enhance access to Woodbridge VRE station and Route 123 Commuter lot. Extension will be constructed as a four-lane Urban Boulevard.	Support in LRTP with lanes limited to 10 to 11 feet width
16	Dale City Pkwy Node New Through Blvd	Construct an approximately 0.5-mile new thorough boulevard between Minnieville Road and Elm Farm Road that will create a connection between Minnieville Road and the Prince William Parkway (Route 294).	Support in LRTP
17	Williamson Blvd	Construct a new 4-lane facility; alternate facility to Route 234, #2176	CSG requests more information on why the project cannot be built with two lanes rather than four if it is intended to promote non-auto travel.
18	Alexandria 4th Track	Constructs 6 miles of fourth track from Control Point AF in Alexandria to the RO interlocking near the south bank of the Potomac River in Arlington	Support in LRTP
19	Broad Run Expansion	This project includes expansion of the Broad Run Maintenance and Storage Facility (MSF) and Station to support expanded Manassas Line service.	Support in LRTP
20	Observation Drive	Design and construction of a 2.2 mile long roadway within a minimum 150-foot right-of-way. The project provides multimodal access including provisions for two stations of the proposed Corridor Cities Transitway and for the MD355 BRT that will operate in the median of Observation Drive.	We believe narrower ROW would be appropriate for a transit corridor using a max of 2 vehicle lanes in each direction and two dedicated lanes for BRT along with bike/ped facilities.

April 30, 2021

**RE: Comments for TPB's Visualize 2045 Update**

Dear National Capital Region Transportation Planning Board,

The Greater Washington Partnership is a civic alliance of the region's leading employers and entrepreneurs committed to making the Capital Region—from Baltimore to Richmond—one of the world's best places to live, work, and build a business. We look forward to continuing to partner with the National Capital Region Transportation Planning Board to advance shared priorities around equitable transit-oriented development, expansion of the regional trail network, bus and transit prioritization, and growth of the performance driven tolling network; solutions the Partnership advocated for in our [Blueprint for Regional Mobility](#).

The Partnership encourages the TPB to include regional rail run-through service in the update to the Visualize 2045 Long Range Transportation Plan and the Constrained Elements. This element of regional transportation planning is not included in the Visualize 2045 long range transportation plan, and recent activity both shows need and consensus that more integrated, seamless regional rail service is a priority for the region that should be included in this update. These activities include:

- [MARC Cornerstone Plan](#) includes exploration of run-through service;
- [TPB's Market Assessment and Technical Feasibility for VRE-MARC Run-Through Service in the National Capital Region](#), using a conservative ridership approach and existing service levels, showed 17,500 run-through trips would be taken by 2040;
- [Maryland General Assembly passage of the MARC Expansion Act](#) (HB1236 of 2020) which directs MARC to study and, if deemed appropriate, enter into agreements with VRE, Virginia, and CSX to run MARC trains into Northern Virginia, as well as connecting the Penn and Camden Lines in Baltimore and extending MARC trains to Delaware;
- [Strong Regional Support for Run-Through Operations in WUS DEIS Public Comment](#) (see appendix), with 15 business, rail, labor, and environmental organizations encouraging the Federal Railroad Administration to plan for run-through operations on all MARC and VRE as part of the EIS process; and
- [The Capital Region Rail Vision](#) was developed with the support of many public sector, private sector, advocates, labor unions, and environmentalists, and presents a clear strategy to grow regional rail ridership by 200 percent by 2045 and shift trips off congested roadways by allowing for seamless run-through train operations between MARC and VRE territory and greatly expanding service on all MARC and VRE corridors. Key goals for the effort include enhancing our region's economic competitiveness and collaboration, ensuring inclusive growth, and expanding access to moderate and affordable housing.

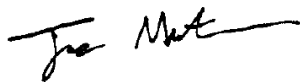
As we hope you can see, the level of support is broad and multi-jurisdiction. We also believe it is enduring and can deliver upon the Rail Vision's planned outcomes. Therefore, we encourage you to include expansion regional rail run-through plans in the Visualize 2045 update.





The Greater Washington Partnership would like to thank TPB Chair, the Honorable Charles Allen, MWCOG Deputy Executive Director Kanti Shrikanth, and the entire board for their leadership in advancing transportation priorities that can make the Washington metro and the Capital Region one of the best places to live, work, and build a business.

Sincerely,



Joe McAndrew  
Vice President, Transportation  
Greater Washington Partnership



GREATER WASHINGTON PARTNERSHIP  
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May 3, 2021

Charles Allen, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002-4239

RE: Visualize 2045 2021 Public Comment

Dear Chairman Allen:

Climate change is a serious challenge facing our community and the Northern Virginia Transportation Alliance commends the Transportation Planning Board (TPB) for recognizing transportation's role in producing greenhouse gas (GHG) emissions and developing strategies to reach the region's stated GHG reduction goals by 2030 and beyond.

On-road transportation accounts for 34% of the DC area's GHG emissions, which is 2<sup>nd</sup> only to residential and commercial buildings at 50%. Passenger vehicles contribute about 72% of on-road emissions and 84% of the region's vehicle miles traveled (VMT).

However, as we work together as a region to tackle this important challenge, the Alliance urges DC area elected officials to trust your local transportation planning experts, focus on meaningful changes that produce real benefits, and avoid "quick fixes" that do little to address this important issue.

For example, removing the limited, strategic roadway improvements currently in Visualize 2045 will do little to reduce GHG or VMT. That is because VMT alone is a poor metric for evaluating GHG emission reductions. In fact, VMT is more closely tied to population growth than roadway improvements. The most recent update of Visualize 2045 shows only an 8% increase in lane miles of roadway while VMT increases by 20% and population by 23%.

The reality is that strategic roadway improvements can reduce carbon emissions even though there is a slight increase in VMT. In the 2016 Multi-Sector Work Group (MSWG) study evaluating different emissions reduction strategies, improving roadway operational efficiency provided greater GHG reduction benefits than reducing transit fares, travel times, and headways combined. However, if you only looked at VMT you would conclude the exact opposite.

In fact, failing to make these important improvements could have the reverse impact of increasing congestion and associated emissions, especially if no action is taken to significantly increase dense, mix-use development in regional activity centers served by high-capacity transit.

Despite the current focus on VMT and transportation projects, a March TPB memo on this issue concluded, "Construction and implementation of new highway and transit projects has a lower potential to significantly impact VMT and GHG emissions." In fact, the 2017 Long Range Plan Task Force (LRPTF) study showed that the Regional Express Lanes Network (Initiative 1) and expanded commuter rail service (Initiative 5) including a new Long Bridge and improved service – i.e. Transforming Rail in Virginia – produced the same level of carbon emission reductions, less than 1%.

In contrast, current fuel efficiency standards already on the books will reduce on-road emissions by 53% in 2040 compared to the 2005 business as usual scenario. And every gain in fuel efficiency, electrification, and clean energy production reduces the perceived benefit of VMT reductions.

Rather than fighting over important multimodal projects that all have some level of carbon reduction benefits and are all needed to serve the anticipated 1.3 million new people in the DC area by 2045, we instead need to focus on the priorities that will have the biggest impact for our community.

And unlike a simple vote, strikethrough on a planning document, and eye-catching graphic proclaiming progress, major emissions reductions measures will require tremendous leadership. That means convincing constituents to accept more density and development in their neighborhoods, allowing more renewable energy facilities everywhere including undeveloped land, increasing telework and other TDM strategies that could reduce transit ridership, and requiring people to pay more for the privilege of using an automobile through tolls, higher gas/VMT taxes, and purchasing more expensive fuel-efficient vehicles.

The TPB's most recent analysis shows the carbon reduction benefits of these initiatives are far greater than the reduced emissions from individual transportation improvements. And they are all necessary if we are serious about reaching the regional GHG reduction goals adopted last year. They are also vastly more difficult to achieve and will require significant regional collaboration above and beyond anything our region has seen before.

Therefore, the Alliance urges the TPB to trust the numerous studies conducted by its own staff over the last decade showing the carbon reduction benefits of strategic roadway improvements and operational efficiencies. Furthermore, we hope that TPB members will listen to the transportation planners and experts of your own local Departments of Transportation who know these multimodal improvements benefit the community far beyond emissions reductions and are needed to accommodate growth, improve our quality of life, grow our economy, and increase equitable access to opportunity. Taking these projects out of the region's long-range plan with the stated goal of reducing VMT is short-sighted, misleading, ineffective, and harmful to the long-term goals of reducing GHG emissions and improving our region's transportation system.

Thank you for your time and consideration of this important matter.

Sincerely,

A handwritten signature in black ink that reads "Jason Stanford". The signature is written in a cursive, flowing style.

Jason Stanford  
President

May 3, 2021

Charles Allen, Chair  
National Capital Region Transportation Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, D.C. 20002-4239

**VIA EMAIL**

**RE: Visualize 2045 2021 Public Comment**

Dear Mr. Allen:

The Southern Environmental Law Center (SELC) provides the following comments on the proposed air quality conformity project list for the Visualize 2045 update. SELC is a non-partisan, non-profit organization that works throughout Virginia to advance transportation and land use decisions that protect our environment and our health while promoting more equitable and resilient communities.

We have been encouraged by some recent actions of the Metropolitan Washington Council of Governments (COG) and the Transportation Planning Board (TPB) that demonstrate an increasing recognition of the urgency of reducing greenhouse gas emissions—and from the region's transportation sector, in particular. These actions include the COG's adoption last fall of a goal to reduce regional greenhouse gas emissions 50 percent below baseline levels by 2030. They also include the resolution the TPB adopted by a resounding margin this past December requiring member agencies to prioritize investments that, among other benefits, reduce greenhouse gas emissions and achieve COG's land use and equity goals, and recognizing the need for a reduction in vehicle miles traveled and associated emissions in Visualize 2045.

However, when we review the list of projects proposed for inclusion in the air quality conformity analysis for Visualize 2045, we are concerned that it contains far too many proposals for destructive new highways and highway expansions that will spur sprawling development patterns, encourage more driving, destroy carbon sinks, and thereby undermine efforts to reduce greenhouse gas emissions. Although there are a number of important transit projects included on the list that will help reduce emissions and expand travel options for communities that are underserved by current transportation systems, the total amount of funding proposed for transit expansion projects (\$24 billion) is dwarfed by the amount proposed for highway expansion projects (\$40 billion). In short, based on the set of projects proposed for inclusion in the conformity analysis, the update to Visualize 2045 seems likely to do far too little to reduce single-occupancy driving, expand access to new transportation options, and address greenhouse gas pollution from the transportation sector relative to what is needed to achieve the region's climate emissions reduction goals.

Below we highlight some key projects of concern as well as notable projects we support, and we flag a project that we strongly believe needs to be included in some form in the conformity project list and in the final list of fiscally constrained projects for Visualize 2045.

**Key Projects of Concern:**

**Route 15 Widening between Battlefield Parkway and Montresor Road** (CE3738; 881; VP4G): We have serious concerns with the proposal to widen a segment of this National Scenic Byway because it would result in attracting more traffic—especially regional trips—to the corridor. Once one portion of the road is widened to four lanes, the new bottlenecks it generates upstream will generate pressure to widen the next segment. This forces the county and the state into a wasteful and repetitive cycle of successive and expensive widening projects that simply shift the location of congestion while destroying the historic character of the corridor. To avoid this costly and damaging outcome while addressing legitimate transportation needs, we urge you to remove this proposal from further consideration and replace it with an approach that manages traffic flow on Route 15 with traffic-calming improvements and roundabouts.

**Manassas Battlefield Bypass** (CE3061; 433; FED3a): SELC has long opposed this project and supported alternatives because it would promote construction of the proposed Outer Beltway and inflict serious damage on the Manassas National Battlefield Park. We support closing to through-traffic the portions of Route 29 and Route 234 that cross the Battlefield, but this destructive proposal is not the solution.

**Northstar Boulevard between Tall Cedars Parkway and Braddock Road** (CE3737; 2495; VP12S): We are concerned that widening this existing stretch of Northstar Boulevard will increase pressure to construct a major limited-access highway along this corridor. We understand the need to address transportation challenges in the vicinity of Arcola, but any widening of this existing segment should be designed with a low design speed and traffic-calming features to ensure it serves a local collector purpose.

**VA 28 Manassas Bypass** (CE1865; 995; VP6O): We are still in the process of learning more about this proposal as Prince William County proceeds with the design process, but even at this early point it is clear that the project raises major water quality and environmental justice concerns, would damage parkland and historic resources, and is likely to encourage more single-occupancy driving. Options to improve the existing Route 28 corridor should be prioritized over building a new highway through this sensitive area.

**Key Projects We Support:**

**Long Bridge Railroad Crossing:** Constructing an additional Long Bridge railroad crossing with two-tracks and pedestrian/bicycle access would alleviate a critical bottleneck for all commuter, passenger, and freight rail services crossing the Potomac River into Washington, D.C. This would enable significant expansion of these services in the near future, with significant benefits to the public and the environment.

**Metro Silver Line - Phase 2** (CE1981): Connecting Dulles Airport to the region's light rail line will provide a vital link in the region's multimodal system, help reduce congestion and increase safety, and provide a reliable transit alternative for reaching jobs along a growing tech corridor.

**VRE—3rd and 4th track projects to reduce headways along the Manassas and Fredericksburg Lines** (CE2832, CE2420): Improving these VRE lines would provide much-needed additional travel options and capacity for commuters along highly-congested highway corridors.

**West End Transitway—Van Dorn St Metro to Pentagon Metro and to Landmark** (CE2930): Centering on a BRT system that will enhance connectivity between major transit facilities (Van Dorn Metro Station, Mark Center Transit Center, Shirlington Transit Center, and the Pentagon Transit Center), as well as several neighborhoods along the corridor, this project will provide many transportation and land use benefits. It will also improve sidewalks, bikeways, landscaping, and traffic operations along many parts of the Van Dorn to Beauregard corridor.

**Projects Missing from List:**

**Transit across American Legion Bridge:** Finally, we want to emphasize the importance of including an expansion of transit service across the American Legion Bridge (Bridge) as part of Visualize 2045. Although there are several projects on the list that relate to adding High Occupancy/Toll (HOT) lanes to the I-495 Beltway and expanding the Bridge, it is not clear that funding and implementing transit service across the Bridge is included as part of any of them, and it does not appear to be included as a stand-alone transit project either. Expanding transit across the bridge is crucial to helping to counter the potential of these HOT lane proposals to increase vehicle miles traveled and greenhouse gas emissions, and to beginning to address some of the equity concerns they raise regarding access to the HOT lanes. Virginia and Maryland have finalized a joint study of potential route and service improvements for transit service across the Bridge. Different components of the identified transit service should be included in the air quality conformity analysis, and the final update to Visualize 2045 should include specific projects and the funding for implementation.

In closing, thank you for the positive steps taken in recent months to recognize the imperative of significantly reducing greenhouse gas emissions from the region's transportation network. This update to Visualize 2045 is where those stated values and goals must now get translated to identifiable projects and plans. The current set of proposals under consideration has some transformative pieces, but too many projects are vestiges of an outdated approach to transportation that is driving us deeper into the climate crisis. Please take the bold steps needed to ensure this plan will put us on the path to achieving the region's emissions reduction goals.

Sincerely,



Morgan Butler  
Senior Attorney



**WABA**  
WASHINGTON AREA  
BICYCLIST ASSOCIATION

National Capital Region Transportation Planning Board  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002-4239

May 3, 2021

Re: Visualize 2045 2021 Public Comment

Dear Transportation Planning Board Chair Allen,

With the urgency of the climate crisis, we urge the TPB to draft a transportation plan that commits to meeting the goals outlined in the regional climate & energy action plan.

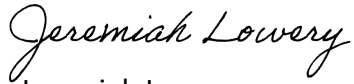
We call on TPB to fix the draft plan to address regional climate, equity and livability goals via one of two routes:

- 1) Model in the conformity process a climate-friendly plan in addition to modeling the business-as-usual project list. A climate-friendly plan would include travel demand management and land use strategies (including the regional housing targets), enhanced transit, pedestrian and bicycle improvements, and removal of many highway and arterial expansion projects, OR
- 2) Fix the current draft plan now, deleting the road widening projects that will increase driving and emissions and adding in more transit and local street projects that create more walkable, transit-oriented communities.

Public input for Visualize 2045 showed that 84% of the region's residents agree that "elected officials need to consider the impacts of climate change when planning transportation in the future." The survey results also show that the region's residents want to walk and bike more, drive less, and support transit. Repeating \$40 billion in highway and road widening projects from the last plan would be a wasteful public investment given changes in travel patterns accelerated by the pandemic.

We cannot afford to wait another four years to take swift action on climate.

Sincerely,

A handwritten signature in black ink that reads "Jeremiah Lowery". The script is fluid and cursive, with the first letter of each word being capitalized and prominent.

Jeremiah Lowery

Advocacy Director

Washington Area Bicyclist Association



Dear Chair Allen:

TPB's Director, Kanti Srikanth, said at the March board meeting that the draft list of projects will not achieve the region's adopted climate targets.

TPB's Visualize 2045 project list and planning assumptions do not commit to the transportation strategies in the climate plan, even though transportation is the largest source of greenhouse gas emissions in the region (42%).

The time to act is Now. Not two years from now, not four years from now. What are we waiting for? Who do we think will step forward and save us?

We're doing the same old same old by expanding highways and ignoring the fact that this will bring more cars onto the road, increase VMT, enable people to live farther away and have them commute farther for their various trips.

TPB is composed of leaders throughout our region. The climate crisis is here already, and we are the generation that makes the decisions that will affect the next generation. Can we please take this responsibility seriously? If the TPB cannot muster the leadership to radically demand that we put our emphasis on transit and forget about accommodating single occupancy vehicles, then we will truly meet face to face with the climate emergency this decade and then there will be no way to turn it back.

Don't tell me about toll roads (works well for the wealthy), don't tell me about EVs (works well for the wealthy), don't tell me that transit can use the toll lanes for free (this is not a transit "network" and please don't try to sell it as one!). So the 270/495 multi billion dollar highway expansion project is more business as usual, taking us down the road to 2050, doing all the stuff that got us into the climate crisis in the first place. And again, (doing "business as usual") we completely bypass any concerns about Equity.

Wake up! There's nothing new here.

Tina Slater  
Silver Spring MD 20910-5515  
301-585-5038

April 30, 2021

## Metropolitan Washington Council of Governments Transportation Plan

Today presents a unique time in our history and an opportunity to break with trends of the last 70 years – and do something for people rather than cars. There has always been congestion – and the answer has always been – build more roads, add lanes. Where has that gotten us? Just more congestion. To end this cycle, we **MUST** change our building habits so that we're building for people, not cars. That means providing more options for movement, building more compact communities where multiple means of transportation make more sense and it means using our public right-of-way for much more than just autos. This means road diets, not more lanes. Keeping a level of congestion helps get people out of cars and saves billions of dollars wasted on wider roads.

Again, this is a unique time in our history. We've stopped commuting for a year and look how much more pleasant our lives have become. Look around, we don't really need all those lanes for cars if we change people's habits. In Washington, the streets are being used for other purposes like bikes, scooters, cafés and the city is much more pleasant and less polluted. I know so many more people would bike if there were more protected bike lanes.

Adding lanes to relieve congestion only encourages more people to drive which will again create more congestion. I've watched this for the past 50 year. Luckily in Washington, there are no places to add more lanes and there are no more places to park cars. So, stop sending more cars into our city. Let people telework, let them work different hours, and keep them from building in areas where the only way to go anywhere is by car. That time has passed.

So, I do not approve what is being planned – this is way too car centric. I grew up on Capitol Hill – and walked everywhere or rode my bike. We moved to McLean when I was 10 for my “freedom” – and I became my mother's prisoner – she had to drive me everywhere. What a waste of two lives. Options for older and younger people who can't drive are critical. Car sharing is fine – but not necessary to do the simple things in life. We have to change our habits. And one big way is with your plan – but not the plan you've outlined. Get those wider roads out of the plan – add more transit, bus, bike, scooter lanes. And create better places for pedestrians.

After living around the world, I now live back in Washington and couldn't be happier. I walk or bike to work and use public transportation. In fact, everywhere I've lived I've been able to ride my bike to work. Everyone deserves to have a chance to live as I do – without traffic and headaches.

You can do a much better job –

Thank you.

Bill Gallagher

April 30, 2021

Mr. Charles Allen, Chair  
National Capital Region Transportation Planning Board  
MWCOG

Dear Chair Allen:

Please accept this comment on **Visualize 2045** ("2045 Plan"), the Board's proposed constrained long-range transportation plan.

Last November 2020, after numerous meetings, technical discussions, research, and outreach to stakeholders, MWCOG prepared a *Climate and Energy Action Plan* ("Climate Plan"). It was a thorough examination of various climate-related trends, greenhouse gas ("GHG") emissions, different action scenarios, and equity implications. Guided in part by the visionary *Region Forward* perspectives, and acting with the urgency demanded, given the unsettling climate future we will face absent serious changes to "business as usual," the Climate Plan developed new GHG goals and a set of regional, collaborative actions for achieving them.

The goals of the Climate Plan included a 50% reduction in GHG emissions below 2005 levels, by 2030, significant progress toward regional climate resiliency in that same timeframe, and the recognition that equity principles not only demanded action but would need to attend all the solutions. In December 2020, the TPB voted to require that its member governments and agencies prioritize transportation investments on projects, programs and policies to reduce GHG emissions, and prioritize the means for achieving COG's land use and equity goals. So far, so good.

Unfortunately, however, while more than 40 percent of the greater Washington region's GHG emissions come from transportation sources (much higher, in fact, than the nation's almost 30 percent), the Climate Plan's major set of actions is counting heavily on just three components for most of its progress: clean energy supply, zero energy buildings, and zero emission vehicles. Recent studies emphasize, however, that it is highly unlikely that the nation (or in our case, the region) can achieve the turnover of its vehicle fleet necessary to achieve the level of electrification for reducing GHG's by the amount needed from this source by 2030. Driving must also be reduced – not by the 2045 Plan's three percent, but by almost an order of magnitude more. Second, the Climate Plan accords mode shift and travel behavior a very thin slice of the plan, carbon sequestration an even smaller proportion, and nothing at all is noted concerning a

change in the region's sprawling development patterns over the next ten years – the latter of which relates directly to travel patterns, reduced driving, and the future ability of the land to sequester carbon.

Unfortunately, the TPB's 2045 Plan reinforces these limits of the Climate Plan, ignoring its own December 2020 mandate. It is essentially a replay of the previous long-range transportation plan and set of transportation projects, which was prepared what seems like eons ago (in 2018) -- before our travel and work experiences during the pandemic demonstrated the utility and efficiency of an alternative, flexible working environment, and before COG studied and reported on the consequences of the potential failure of the region's, the nation's, and the world's attempts to reduce GHGs in a timely manner. Indeed, the 2045 Plan will be unable to achieve the described objectives even of the extraordinarily modest mode-shift/travel behavior rubric contained in the Climate Plan. The questions the 2045 Plan suggests should be asked concerning proposed projects' promotion of alternative, non-automobile modes, relationship to equity, and the *Region Forward's* vision of interconnected Activity Centers, for example, are clear, while some of the answers one obtains from the 2045 Plan (that specific highway expansions can serve such purposes) verge on the nonsensical.

Telework and commuting data used to develop the 2045 transportation plan came from 2014, two U.S. Presidents ago, while recent data that could better inform this plan seems unavailable to do so – although it will be by the time this Plan is finalized. Like the last plan, 2045 proposes that the region continue to spend far more to build and expand new roads and highways than build and expand transit systems. As we know from past experience and extensive academic study, this would not only accommodate but induce ever more vehicular traffic.

In the meantime, while several previously committed transit projects would proceed or be completed, there is nothing in the 2045 Plan proposing new transit starts, links, or systems. While highways are to be widened, as usual (e.g., MD Route 4 into Southern Maryland), long-contemplated transit connections along similar corridors (Route 4 or MD Route 5) are ignored or eschewed. (Indeed, Maryland's complement to a widening of US 301, studied at length more than 20 years ago, was to be just such a system. These evidently have disappeared in favor of the ineffective approaches the states and the Board continue to promote.)

The customary excuse to contemplating and promoting effective, coordinated, walkable land use with new transportation (i.e. transit, pedestrian, bicycle, and personal electric modes of) infrastructure – that the TPB has no authority over land use – underlies such

failings. The TPB has federally mandated transportation planning authority, which it could use toward such ends, and MWCOG has a broad and meaningful bully pulpit which it could bring to bear. Unfortunately, without significant changes along the lines noted above, the result of the 2045 Plan will be more vehicular traffic producing more GHGs (at least in the ten year short-term), more loss of carbon-absorbing open and forested land, and fewer solutions to the transportation sector's malign influence on climate change in our region.

Thank you for the opportunity to comment on *Visualize 2045*.

Sincerely,

Lee R. Epstein  
Silver Spring, Maryland



**PUBLIC COMMENTS RECEIVED: APRIL 2 - May 3, 2021 on the technical inputs to the Air Quality Conformity Analysis of Visualize 2045 and Transportation Improvement Program.**

<b>TOTAL COUNT</b>	<b>206</b>
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**COMMENTS FROM THE GENERAL PUBLIC**

We must fight climate change. Transportation is the largest source of climate pollution in the region (42%), and you have the power to support projects and plans that reduce emissions and oppose those that do not.

Therefore, I urge you to act now to fix the draft list of projects submitted to the Transportation Planning Board (TPB) for the Visualize2045 update to the regional long range transportation plan.

The draft list is almost identical to that of the previous (2018) plan, which was shown to fall far short of meeting the region’s adopted greenhouse gas reduction targets. Just last month, the TPB director, Kanti Srikanth, admitted that the currently proposed list of projects would not achieve those targets either.

It is inexcusable for this region to propose a transportation plan that fails to implement the COG climate plan and do our part to reduce emissions.

I ask you and each jurisdiction’s representative at the TPB to fight for these options:

1) Model a smart growth/climate-friendly plan in addition to their business-as-usual plan, ideally adopting the climate-friendly plan in the coming year

2) Fix the current draft plan now, deleting the road projects that will increase emissions and adding in more transit and local street projects that create more walkable, transit-oriented communities.

A smart growth/climate-friendly network would focus on increasing accessibility to jobs, housing, and services in the region in ways that make our region more equitable, livable, and sustainable. This means reducing the need to drive by creating walkable, mixed-use, transit-oriented communities and addressing the east-west jobs divide, affordable housing, and investments in walking, biking, and transit. These strategies are already being successfully implemented in some parts of our region, and they provide many benefits (equity, safety, health, livability, economic) in addition to significantly reducing GHG emissions.

Please be a leader in fighting climate change via all means, including transportation plans that offer major reductions in emissions.

Thank you for your consideration. Sent by 118 people.

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Elizabeth Ende, Mc Lean, VA  
Molly Hauck, Kensington MD

Patricia Tice, Rockville, MD  
Robin Galbraith, Bethesda, MD  
Johanna Wermers, Rockville, MD  
Katherine Paterson, Bethesda, MD  
Donna Sawyer, Silver Spring, MD  
Carol Amburgey, Rockville, MD  
Terrie Barr, Potomac, MD  
Arlene Montemarano, Silver Spring, MD  
Karen Onthank, Silver Spring, MD  
Carolyn Williams, Bethesda, MD  
Bruce Tinker, Alexandria, VA  
Nanci Wilkinson, Bethesda, MD  
Nancy Wallace, Bethesda, MD  
Evelyn Jacob, Potomac, MD  
Molly Hauck, Kensington, MD  
Walter Weiss, Bethesda, MD  
Marsha White, Fairfax Station, VA  
Mia French, Oakton, VA  
Elizabeth Zolper, Vienna, VA  
Chris French, Oakton VA  
John Cartmill, Herndon, VA  
Rebecca Spring, Washington DC  
Brian Luteneegger, Washington DC  
Jennifer Cook, Silver Spring, MD  
Ankit Jain, Vienna, VA  
Natalie Rosser, Silver Spring, MD  
Sirina Suckal, Savage, MD  
Linda Hertz, Reston VA  
Allen Munchink, Manassas, VA  
Jay Rosin, Clarksburg, MD  
Cheryl Cort, Washington DC  
Madeline Amalphy, Gaithersburg, MD  
Peter Harnik, Arlington, VA  
Andrew Kalukin, Arlington, VA  
Zachary Weinstein, Silver Spring, MD  
Daniel Marcin, Silver Spring, MD  
Douglas Sedon, Jefferson, MD

Richard Tortorella, Centreville, VA  
David Maclean, Springfield, VA  
Donna Sawyer, Silver Spring, MD  
Amanda Hungerford, Takoma Park, MD  
Dr. Laurie Ryan, Silver Spring, MD  
Rachael Neill, Baltimore, MD  
Joseph Reinhard, Silver Spring, MD  
Allen Irvin, Alexandria, VA  
William Maynard, Bowie, MD  
Shawn Wozniak, Alexandria, VA  
Steve Warner, Silver Spring, MD  
Thomas Zeller, Greenbelt, MD  
Charlotte Nugent, Washington DC  
Cynthia Howell, Sterling VA  
Steve Ashurst, Burtonsville, MD  
Molly Hauck, Kensington MD  
Sister Denise Curry, Philadelphia, PA  
Garret Hennigan, Washington DC  
Steven Vogel, Falls Church, VA  
Gavin Baker, Washington DC  
David Seldin, Laurel, MD  
Hannah Follweiler, MD  
Gerry Baill, Silver Spring, MD  
Elizabeth Barbehenn, Bowie, MD  
Jennifer Brown, Springfield, VA  
Christopher Farrell, Wheaton, MD  
Tim Hampton, Washington DC  
James Reid, Reston, VA  
Tom Hoffman, Pearisburg, VA  
John Fay, Wheaton, MD  
Laurence Fogelson, Baltimore, MD  
Paulette Hammond, Baltimore, MD  
Connie Dresser, Gaithersburg, MD  
Debra Butler, Mc Lean, VA  
Marco Sanchez, Arlington VA  
Stu Simon, Chevy Chase, MD  
Deborah Backman, Washington DC  
James Mather, Lorton, VA  
Charles Coleman, Alexandria, VA  
Bernard Holloway, Mitchelville, MD  
Dr. Jean Westler, Silver Spring, MD  
Rhys Tucker, Washington DC  
Dan Leggett, Clarksburg, MD  
Donald Cuming, Bethesda, MD



MiYoung Park, North Bethesda, MD  
Mr. Donald Paine, Washington DC  
Michael Whelan, Washington DC  
Clara Irazabal, College Park, MD  
Ana Karimi, Washington DC  
Nanci Wilkinson, Bethesda, MD  
Kristina Borrer, Silver Spring, MD  
Paul Bickmore, Reston, VA  
Anita Morrison, Silver Spring, MD  
Brent Showalter, Columbia, MD  
Melissa Bondi, Arlington, VA  
Andrea Cimino, Kesington, MD  
Steven Thai, Chantilly, VA  
Ted Sheils, Crownsville, MD  
Katherine White, Rockville, MD  
Kripa Patwardhan, Herndon, VA  
Steven Segerlin, Washington DC  
Eyal Li, MD  
Dieter Brill, Hyattsville, MD  
Barry Greenhill, Reston, VA  
Niels Pemberton, Reston, VA  
James Fremont, Silver Spring, MD  
Jose de Arteaga, Washington DC  
Tina Schneider, Takoma Park, MD  
Mary Ann Maikish, New York, NY  
Professor Don Bronkema, Washington DC  
Charlotte Cook, Silver Spring, MD  
Jane Lyons, Silver Spring, MD  
Lois Lommel, North Chesterfield, VA  
Alayna Smith, Bethesda, MD  
Stephen Hudson, Washington DC  
Sarah Meadsday-ralls, Hagerstown, MD  
Bill Gallagher, Washington DC  
Barry Greenhill, Reston VA  
Krishna Patnam  
Nikia Popow, Bethesda MD

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The project list under consideration at this stage of the Visualize 2045 process, in the aggregate, is a disappointing failure. Implemented as planned, the region would fall dramatically short of its goals for air quality improvements, for addressing the climate crisis, and for improving the quality of life of the region's residents.

Widening roads, if \*successful\* in reducing congestion, simply lead to induced demand and sprawl, and to higher traffic speeds leading to more deaths for all road users. More likely, many of these projects would have no long-term impact on congestion, and simply be a waste of resources that could have been invested in transportation systems that actually work.

New bridges that are on the project list lack dedicated space for cyclists and transit, designs that will be regretted and even cursed for decades to come.

The analysis assumptions include relying on 2014 telecommuting data. Given our collective experience during the pandemic, this is ludicrous. The assumptions also ignore the member jurisdictions' plans for housing growth closer to job centers.

Many of the highway plans were approved before this year, they are not new additions – but they should be re-evaluated, and in many cases either cancelled or radically re-structured. The current plan should not be approved as is just because of inertia. Adding new lanes to suburban streets is particularly insane, given how much effort needs to go into road \*diets\* instead. Instead of adding new lanes, Marland BRT plans should incorporate dedicated transit lanes for every portion of their route, removing travel lanes for single-occupancy vehicles wherever necessary. Egregious road-widening examples in Maryland include Buckeystown Pike, Annapolis Road, Georgia Ave, and Montrose Parkway. During the review of such projects, no matter what funding has already been approved and what designs have already been completed, regional bodies should pressure local authorities to stop them in their tracks. They are not just unnecessary, but dangerous and counter-productive.

Sincerely,  
Shalom Flank, Ph.D.

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Dear Chair Charles Allen,

About: draft Regional Transportation plan:

To make plan climate-friendly you would need to:

- Model a smart growth/climate friendly plan.
- Delete projects that increase emissions.
- Add more transit and local street projects that create more walkable, transit-oriented communities.

Carl Shoolman

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This plan does not pursue the region's goal of reducing climate emissions, shamefully reverting to the status quo of driver-oriented projects that will not in the long term reduce traffic and, worse, will lead to increased emissions. The Council of Governments adopted a climate plan in 2020, and the TPB should reflect those goal by focusing on public transit and active transportation, not spending billions to build and widen roadways serving single-occupancy vehicles.

Alexander Goyette, Alexandria, VA

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This document does nowhere near the amount of emissions reduction that we need as a region. Sick of the laziness, the cowardice, the complacency. Get it together and reduce VMT with real transit investments. The fact that there are \*any\* road widenings in this document exposes this process as a farce and the planners as fraudsters.

Karthik Balasubramanian, Washington, DC

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It is wrong for COG to adopt a regional climate action plan and then turn around and draft a transportation plan that does not implement the climate plan. In the plan TPB should delete unnecessary road projects that will increase emissions and add in more local street and transit projects that create more walkable, transit-oriented communities. TPB must start reshaping our thinking about this with actions. Further, the region's transportation patterns have been changed by the pandemic and TPB should not assume that we will go back to business as usual now and in the future.

Donna Gold, Alexandria, VA

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As a Gaithersburg resident who is extremely concerned about the climate crisis, I strongly urge the TPB to: Model a smart growth/climate-friendly plan in addition to their business-as-usual plan, adopting the climate-friendly plan in the coming year. Fix the current draft plan now, deleting the road projects that will increase emissions and adding in more transit and local street projects that create more walkable, transit-oriented communities. A smart growth/climate-friendly network must increase accessibility to jobs, housing, and services to make our region more equitable, livable, and sustainable. This means reducing the need to drive by creating walkable, mixed-use, transit-oriented communities and addressing the east-west jobs divide, affordable housing, and investments in walking, biking, transit, and renewable energy. Unlike in the 2018 plan, our region must implement these strategies to meet or exceed its adopted greenhouse gas reduction targets of 60% by 2030.

Madeline Amalphy – Gaithersburg, MD

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This plan is very concerning. We are at a critical juncture when we must be supporting projects that REDUCE vehicle miles traveled and decrease greenhouse emissions. Instead, this plan proposes many sprawl-inducing routes that would accomplish exactly the opposite, including the widening of Route 15, a Manassas Battlefield Bypass, US-29, VA-28 and VA-123. It's abundantly obvious, that new and wider roads and highways fill up several years after they are built. The plan is a blueprint to pave the paradise that makes Virginia so special. This plan takes us in the wrong direction on the urgent issue of climate. Our focus must be on investments that REDUCE vehicle miles traveled such as projects that make commuting more accessible as well as investments in bike lanes and walking trails. I urge you to reexamine this plan with an eye towards doing what is right for future generations. -

Rachel Hammes - Vienna VA

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Please prioritize the transit projects listed in the TRB Projects Proposed for Inclusion in the Air Quality Conformity Analysis of the Constrained Element of Visualize 2045. I believe that creating enhanced transit options can improve air quality compared to adding travel lanes on highways. For me, the most important of the transit projects is 24. Additional Long Bridge railroad crossing with two-tracks and pedestrian/bike access. Completion of new RR tracks and bike/ped access will overcome current regional freight gridlock, increase regional passenger train services, and provide a much-needed new bike-ped connection between Northern Virginia and DC. 13. The Crystal City Transitway BRT is also a key connector for our area. These projects will create easier, cleaner, more convenient commuting than driving SOVs! BTW – please also prioritize completing the Capital Trail Network, even though it's not part of this group of projects. Thank you.

Pamela Van Hine – Arlington ,VA

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See attached.

Tina Slater - Silver Spring, MD

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The Managed Lanes Project is moving to the predevelopment phase before a Environmental Impact Statement is completed. The additional lanes will increase traffic, resulting in more greenhouse gas emissions released into the atmosphere ,exasperating climate change. An environmental review completed after solicitation of a private company is useless. Traffic is already reduced with the implemented of the telework policy due to the pandemic. Telework will likely continue after people are immunized at least part time. The need for highway expansion at least needs to be reevaluated in a few months after workers return to their

work site.

-Gail Landy - Gaithersburg, MD

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Transportation is the region's largest source of greenhouse gas emissions (not to mention a significant source of particulate pollutants), but this update to Visualize 2045 perpetuates the expansion of vehicle traffic. Instead it should work to decrease vehicle miles traveled and put more emphasis on transportation options other than single occupancy vehicles. It is unacceptable for the regional Council of Governments to adopt a regional climate action plan and then the regional TPB to draft a transportation plan that does not follow the climate plan. The TPB also needs to anticipate higher teleworking rates and less need for expensive, massive road expansions - rather than modeling its plan based on 2014 telework patterns. A more climate-friendly plan would remove road projects that will increase driving and emissions and add in local street and transit projects that create more walkable, bikeable, and transit-oriented communities that support regional climate/housing goals.

-Steve Banashek - Alexandria, VA

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See Attached.

Lee Epstein - Silver Spring, MD

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Expanding roadways through conservation areas or farmland. Thirty-three years ago I moved to Virginia (from California). I thought then, and, still do now, that Fauquier County is one of the most beautiful places in the US. Having lived in Southern California where every scrap of dirt is built upon, or, a highway put through areas that were previously vineyards or orchards, I have seen first-hand what unbridled development can do to an area's beauty. It's not pretty, in fact it's pretty ugly. Farmland lost is farmland lost forever; the same goes for green spaces. Please consider NOT paving over large areas of green spaces just to allow more commuters to be able to drive faster to their locations. Please consider NOT allowing urban sprawl in our beautiful county. Please consider alternative transportation means that do not include destroying the natural beauty of our area and that will adversely impact the wildlife, too. Please consider carefully and do not be influenced by BIG DEVELOPERS. Thank you.

Lauren Mora- Rectortown, VA

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See Attached.

Bill Gallagher

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This plan is in conflict of our need to deal with Climate Change. We do need to deal with the existing roads, bridges and other existing infrastructure.

Claude Bradshaw - Catharpin, VA

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I am very concerned about some of the contents of visualize 2045. I support the investment in transit, rail, trail, complete streets and maintenance for existing infrastructure...BUT, I believe widening of highways, roads, numerous arterial road changes etc , will only add to pollution and create more urban sprawl and development. This will negatively affect regional climate targets, not improve them. I grew up on Long Island, NY and I saw this type of development destroy a once beautiful and thriving environment now lost forever to pavement, asphalt and strip development. I have lived in Northern Virginia for over 35 years and have watch this type of infrastructure grow, fueled by greedy developers. Please consider restructuring this plan to reduce the strain on our climate and environment. Our basic survival depends on it.

Sue Attisani – Baltimore, MD

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You all must be aware of the principle of triple convergence. It is counterintuitive, but widening a road actually increases congestion, it doesn't solve it. The focus should be on improving and creating public transit, creating more walkable areas, and increasing bike lanes. Regional tolls for local roads to help offset carbon output, and decrease cut through of neighborhoods should put in place. Transportation is the greatest contributor to green house gases in our area. Improvement in this area is absolutely necessary.

Barbara Morrow - Alexandria VA

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Thank you for providing this form and for asking for comments. I am very much opposed to the environmentally destructive boondoggle of expanding I 270 and the Beltway. That is the wrong project at the wrong time. We are rushing towards a climate crisis, and we should be working at this moment to turn things towards a more sustainable way of life. Widening the area interstate highways, taking down trees, pouring concrete on green space, and facilitating the burning of fossil fuel, all to enable people with the means to drive faster on toll lanes, is the wrong project at the wrong time. Lets invest in public transit, in creating a grid of electric vehicle charging stations, in encouraging community gardens so we can eat

locally grown food. Let's change our metropolitan area into one that has a beneficial impact on the environment. If we do this now, our children and future generations will thank you. If we don't make bold changes now, we are robbing the future.

Rick Goodman - Silver Spring , MD

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See attached.

Brian Ditzler

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i am disappointed that the draft document reflects old school thinking that has generated sprawl all over the country and this region. Build more highways, add more lanes , chew up cheaper land farther out and in a few years you just have more traffic jams. the plan doesn't at all take account of the country's urgent need to reduce carbon emissions or of the changes in commuting patterns as a result of the pandemic. Needs more investment in non-auto transportation means and less in roads!

Jessica Matthews - Marshall, VA

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New and wider highways and arterial roads fuel sprawl development, more driving, and more air pollution at a time when transportation is already our #1 source affecting climate change. Instead, we need more transit for our essential workers.

Leona Patrick -Gainesville, VA

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The plan for widening RT 15 is another patch for the currently overused Rt. 15. In a few years the road will again reach a new crisis level which will demand further piecemeal plans to allow more traffic to pass through Loudoun County. Instead of looking for ways to reduce traffic, this plan simply allows for spreading more traffic into more lanes. The current traffic flow has made for congestion and unbearable noise for the communities along this corridor. It is a speedway through existing neighborhoods and outlying homes. It will destroy existing open green spaces by encouraging new subdivisions, the consequent growth of nonessential businesses and continued destruction farming. It is another boon to developers and commuters with little thought for those of us who call Loudoun County home. Instead of imposing this plan that has little regard for climate or land use, find a long term solution that protects Loudoun County rather than destroying its pastoral heritage.

Karen Wallace - Leesburg, VA

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I strongly SUPPORT the the widening of Route 15 in Loudoun County north of Leesburg to the MD line and a Manassas area Battlefield Bypass. These projects are much needed to prevent wasted time and fuel losses from excessive traffic resulting from population increases that have been experienced and are projected to continue through 2045. I also strongly SUPPORT the inclusion of bicycle lanes along major commuter roads.

Gregory Prelewicz, Sterling, VA

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Do not widen this historic route. Expect reduction in auto travel due to remote work. Expect increase in electric vehicles.

Susan Planck, Purcellville, VA

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Hello. My name is Natalie Pien, a retired public school teacher living in Leesburg, Loudoun County, VA. I am an environmentalist and a climate activist. I am concerned that the 2018 IPCC report stated that there are only 10 years to make rapid reductions in greenhouse gas emissions to avoid the worst consequences of climate change. Regrettably, not enough has been done to reduce GHG emissions in the Metropolitan Washington Region.

Natalie Pien, Leesburg, VA

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In our region, transportation is a major source of emissions and we are an air quality non-attainment zone. Urban and suburban areas can promote transit over personal vehicles, while in rural areas transit is not as easy to implement. Transit takes vehicles off the road, reducing vehicle miles travelled as well as reducing air pollution. Regrettably, the long range planning and programs, Visualize 2045 proposes \$40 Billion in highway expansion compared to only \$24 B in Transit expansion. This allocation of funds is opposite to what is needed in order to meet the region's GHG reduction goals as articulated in the Metropolitan Washington 2030 Climate and Energy Action Plan, adopted in November 2020. Expanding highways will put more vehicles on the road that will emit more GHG pollution in contradiction to the adopted plan.

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Projects like land reductions/reconfigurations for bicycle lanes will get vehicles off the road, the vast majority of projects in Visualize 2045 are for road widening. Past experience throughout the nation has shown that road widening does not relieve congestion in the long term; it leads to more development, more pollution, and traffic congestion is a few short years.

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I am dismayed to note that #51 widening Route 15 in Loudoun County is included. This is not advisable. Other solutions have been proposed by residents and are better alternatives. I also see that an entirely new road is proposed, # 56, in Loudoun. New roads are not a good alternative, either. The goal for any and all projects in Visualize 2045 should be to reduce the time spent in cars by promoting walkable, bikeable communities built around transit centers.

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It is your responsibility to fund projects that reduce greenhouse gas emissions, not increase emissions. Projects included in Visualize 2045 fail to do this. Please reconsider Visualize 2045 in terms of regional greenhouse gas reduction, agreed upon goals.

Natalie Pien

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In reviewing the 2022 Update to the VISUALIZE 2045/CLRP(See Below), I noticed for "Project CE3180/VP1AG US1 Richmond Highway Widening between Lorton Road and Annapolis Way" the terminuses are being changed to Pohick Road and Occoquan River. Note: US1 between Pohick Road and Lorton Road is already six lanes.

**Can you explain this change?** In researching the project, it appears this project was added back into the CLRP in **2013**. Also, It also appears this project was conveniently removed from the CLRP 2011 to align with the I-95 Express Lanes Comprehensive Agreement for compensation events for additional lanes over the Occoquan River on U.S. Route One.

**I-95 Express Lanes Comprehensive Agreement: "Occoquan Bridge Improvements. The Occoquan Bridge Improvements will be treated as a Compensation Event unless the IRR Threshold has been reached as of the Commencement of Use of the Occoquan Bridge Improvements"**

"Occoquan Bridge Improvements means the addition of any **additional lanes on the bridge over the Occoquan River on U.S. Route One** in Virginia, the plans for which have not been included in the **CLRP or the SYIP as of November 30, 2011.**"

So, with this change, is VDOT not planning to add any additional vehicle capacity over the Occoquan for at least the next 20 years? or 65+ years? at the location of the biggest traffic bottleneck in the Commonwealth of Virginia by a large margin?

Based on this, could a **new VRE/Amtrak rail bridge over the Occoquan** or a **dedicated bus transit bridge with bike/ped over the Occoquan** be explicitly added to the CLRP as a replacement project in the 2030-2040 timeframe? There are a significant amount of highway projects in the 2030-2040 timeframe, but very few transit projects during this timeframe. **This does not seem to align with the guidance to prioritize future projects that reduce VMT/GHG emissions.** Hopefully, the Springfield to Quantico Enhanced Public Transportation Feasibility Study will help bring more transit projects to light in this corridor.

Mark Scheufler, Prince William County

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Please consider the following comment to the update to Visualize 2045:

In reviewing the 2022 Update to the VISUALIZE 2045/CLRP(See Below), I noticed for "Project CE3180/VP1AG US1 Richmond Highway Widening between Lorton Road and Annapolis Way" the terminuses are being changed to Pohick Road and Occoquan River. Note: US1 between Pohick Road and Lorton Road is already six lanes.

In researching the project, it appears this project was added back into the CLRP in 2013. Also, It also appears this project was conveniently removed from the CLRP 2011 to align with the I-95 Express Lanes Comprehensive Agreement for compensation events for additional lanes over the Occoquan River on U.S. Route One. I-95 Express Lanes Comprehensive Agreement: "Occoquan Bridge Improvements. The Occoquan Bridge Improvements will be treated as a Compensation Event unless the IRR Threshold has been reached as of the Commencement of Use of the Occoquan Bridge Improvements" "Occoquan Bridge Improvements means the addition of any additional lanes on the bridge over the Occoquan River on U.S. Route One in Virginia, the plans for which have not been included in the CLRP or the SYIP as of November 30, 2011."

So, with this change, is VDOT not planning to add any additional vehicle capacity over the Occoquan for at least the next 20 years at the location of the biggest traffic bottleneck in the Commonwealth of Virginia by a large margin?

If the intent is to remove this road segment expansion from the CLRP, please explicitly add a new VRE/Amtrak rail bridge over the Occoquan and/or a dedicated bus transit bridge with bike/ped over the Occoquan to the CLRP as a replacement project in the 2030-2040 timeframe.

There are a significant amount of highway projects in the 2030-2040 timeframe, but very few transit projects during this timeframe. This does not seem to align with the guidance to prioritize future projects that reduce VMT/GHG emissions.

Mark Scheufler, Prince William County

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See Attached.

Nancy Abeles, Bethesda, MD

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The Visualize 2045 plan supposedly encourages a reduction in vehicle miles traveled but the proposed list of projects include several sprawl inducing routes that would do just the opposite, such as widening Route 15 in Loudoun as well as a Manassas Battlefield bypass. Concentrating future growth in areas with access to the metro would reduce vehicle miles traveled and help reduce greenhouse emissions. Thank you for your consideration.

Katherine Mcleod, Marshall, VA

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With the urgency of the climate crisis, it is unacceptable for TPB to draft a transportation plan that fails to commit to the regional climate plan or that postpones this to the next plan update. The projects and other conformity inputs need to be consistent with TPB's own directive that: "...the TPB requires its member agencies to prioritize investments on projects, programs, and policies to reduce greenhouse gas emissions, prioritize the aspirational strategies, and achieve COG's land use and equity goals..." and that meeting greenhouse gas emissions targets "...will require a reduction in vehicle miles traveled and associated emissions in Visualize 2045." Public input for Visualize 2045 showed that 84% of the region's residents agree that "elected officials need to consider the impacts of climate change when planning transportation in the future." The survey results also showed that the region's residents want to walk and bike more, drive less, and support transit.

Wyatt Gordon, Richmond, VA

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The plan for widening RT 15 is another patch for the currently overused Rt. 15. In a few years the road will again reach a new crisis level which will demand further piecemeal plans to allow more traffic to pass through Loudoun County. Instead of looking for ways to reduce traffic, this plan simply allows for spreading more traffic into more lanes. The current traffic flow has made for congestion and unbearable noise for the communities along this corridor. It is a speedway through existing neighborhoods and outlying homes. It will destroy existing open green spaces by encouraging new subdivisions, the consequent growth of nonessential businesses and continued destruction farming. It is another boon to developers and commuters with little thought for those of us who call Loudoun County home. Instead of imposing this plan that has little regard for climate or land use, find a long term solution that protects Loudoun County rather than destroying its pastoral heritage.

Karen Wallace, Leesburg VA

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Do not widen this historic route. Expect reduction in auto travel due to remote work. Expect increase in electric vehicles.

Susan Pianck, Purcellville, VA

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I strongly SUPPORT the the widening of Route 15 in Loudoun County north of Leesburg to the MD line and a Manassas area Battlefield Bypass. These projects are much needed to prevent wasted time and fuel losses from excessive traffic resulting from population increases that have been experienced and are projected to continue through 2045. I also strongly SUPPORT the inclusion of bicycle lanes along major commuter roads.

Gregory Prelewicz - Sterling, VA

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Whose great ideas are these? The highway paving association? How much misery and expense do we have to bear? The way to take cars off the road is to expand Metro and other forms of public transportation. Most of this is horrendous and nothing short of criminal. But that's what we like these days, right? Criminals?

Anne Ziegler- Broad Run, VA

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Rural residents are struggling to maintain the health and ambiance of their communities. Automobile exhaust is the major source of green house gasses which diminish air quality, and which many feel has contributed significantly to climate change in the form of rising temperature, more ferocious storms and flooding, long stretches of drought, and forest fires. As Loudoun continues to grow, mountain forests and quality soils are lost to concrete, traffic, housing (another producer of GHGs) and thus is losing the most natural ability to cleanse air and recharge groundwater. Loudoun is set to develop Rivana - a multi-use development on the border with Fairfax County, which keeps housing and development in the urban area....as it should. Please re-focus your efforts on plans which make use of existing public transportation lines and proximity to existing employers.

Margit Royal- Paris, VA

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DON T WIDEN ROADS. Please find a greener plan So roads don t get wider and Loudoun co remains without too much development!

Julia Tayloe -Middleburg, VA

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Silver Spring, MD 20910  
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Transportation Planning Board  
Metropolitan Washington Council of Governments

Subject: Proposed Visualize 2045 Plan Update

The proposed Visualize 2045 update is totally unacceptable. It is essentially a repeat of TPB's 2018 plan and does not reflect the conclusions of the regional climate plan that COG adopted in 2020. With transportation the largest source of greenhouse gases and induced demand now an accepted reality, there must be a change of focus away from highway/road widening and perpetuating auto-dependent land use. Instead, investment and focus needs to be towards transit, biking and pedestrian improvements, and encouraging transit-oriented development around Metro and Purple Line stations. Also, TPB traffic growth modeling needs to reflect higher teleworking rates and not continue to use outdated 2014 patterns.

Proposed transportation projects that would be seriously damaging to the environment and people's health from increased pollution, that would perpetuate auto-dependent land use and sprawl, and therefore should not proceed include the following:

- adding lanes to the Capital Beltway & I-270 (CE3281, CE1182 and CE6432)
- widening Georgia Avenue to 8 lanes (CE2618)
- building the MD 83 Mid-County Highway extension (CE1245), and
- building the Montrose Expressway East (CE3703).

The replacement of the Governor Harry Nice Bridge on US 301 should proceed but it needs to be modified so that it includes the promised pedestrian and bicycle lane.

Two particularly valuable projects being planned that I hope will proceed are:

- BRT on MD 355 (CE3424), and
- BRT on US-29 so that it extends from Montgomery into Howard County, and is modified so that virtually the entire length of the BRT line runs on a dedicated lane.

In summary, TPB's draft plan needs to move away from its outdated auto-dependency model that has contributed to the high greenhouse gases and pollution problems the region is now facing. Instead, TPB needs to draft a climate-friendly plan that deletes highway and road widening projects and relies on more use of TDM, investment in transit, bicycle and pedestrian improvements, and creation of more walkable and bikeable transit-oriented communities around Metro and Purple Line stops.

Brian Ditzler

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Living among highways in an urban area is like being constricted and separated by wide fast moving rivers of heavy vehicles whooshing by us: a constant threat to our peace of mind. And death to community life. You want to see MORE not less of this?? Ok, first we have to face the fact that auto traffic in any settled urban area will always be congested. To an extent. Some of the time. That is a fact of city life and a constant of urban living. Open roads are for open areas. In congested areas, the traffic will fill up whatever roads you build, no matter how often and how ridiculously, and painfully, they are expanded. To keep the congestion at a tolerable level, we have to draw cars off by offering alternatives which must be the best we can come up with. Stick with what we already have in the way of roads, and put all our money, energy, ingenuity and moxie into making those alternatives attractive to people. It is time right now for some 'better mousetrap' thinking.

Arlene Montemarano -Silver Spring, MD

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Greetings! As you prepare the Visualize the 2045 plan and goals, please do have it be consistent with 2045 goals for reducing GHGs that are part of the COG plan. Siloing and having inconsistencies or outright differences in the overall plan will not be helpful, workable or address 2045 projected realities. Please do integrate the various goals with projected realities. Thank you, Rev. Dr. Jean Wright

Jean Wright - Fairfax VA

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We can't wait another four years for another TPB plan update to address climate change and racial equity and I want my kids to grow up in a world that's different from the present.

Jennifer Whitlock- Alexandria, VA

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Hello, I just read through the lists of projects in the proposed Constrained Element, and there seems to be a disconnect. There seems to be so much emphasis on equity, environment, and dense, strategic urban growth throughout the broader document, but the funding priorities put a dramatically higher emphasis on supporting personal vehicles over other forms of mass transit. If this is to be a visionary, aspirational plan for what movement around the DMV looks like in the next 25 years, there needs to be a rebalancing of priorities away from expanding freeways (which is factually and demonstrably ineffective at reducing traffic congestion) and toward modes of transportation that make added capacities on freeways unnecessary. Thank you.

Alex Freedman -Washington, DC

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Once again you have brought forth a sick joke, especially if any part of it comes to fruition. We are in the midst of a climate crisis yet you come up with the same old shop worn "add driving lanes" solution. My solution is for you to get rid of your highway engineers, who know nothing but asphalt and concrete and hire some rapid transit folks.

John Fay - Wheaton, MD

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The long-range transportation plan doesn't do enough to address climate change concerns, nor does it sufficiently adhere to the climate action plan COG recently adopted. We need real money to be thrown behind practical solutions that reduce VMT from mostly single-occupancy vehicles. Please try again.

Guilherme Vendemiatti - Washington, DC

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I believe bicycle lanes are needed for the American Legion Bridge as,prefer to rebuild it with a flatter grade, stacked between 355 and 29 for 495 Teleworking needs to be made permanent is in climate change without unnecessarily endorsing any green new deal Federal workers on covid leave since March 2020 be given retirement automatically without having to travel to HR offices as they can be t add piped for local volunteer works in our parks system . Any widening of 495 in Montgomery county over Northwest Branch needs to have a connecting trail bridge as that trail can bypass rocks

Steve Warner - Silver Spring, MD

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I wish to strongly protest the TPB Long-Range constrained plan's continued focus on new and wider highways. What happened to the TBP call to address climate change? This plan assumes nothing will change as we lurch over the climate precipice--and in fact speeds our descent. For example: in 2030 it widens Ga. Ave. to 6 lanes. In 2045 it builds M-83 and adds lanes to Mid-County Highway. And it endorses the highly destructive Hogan plan to pave over parks, homes, and businesses for tolled lanes on the beltway and I-270, the opposite of what is needed to reduce GHG emissions. The plan seems to exist in a time-warp, last century. Traffic reduction, not traffic promotion, should be our goal. Yes, I saw the page on transit projects, but the way to move ride share to transit and biking/walking is to produce rapid, reliable transit, bike lanes, and walkable communities. And REFRAIN from more road construction. When the roads are there, people will use them, and we all lose.

Anne Amble - Silver Spring, MD

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I am concerned that Vision 2045 will fuel further sprawl in Maryland instead of shaping our communities around sustainable transportation that will prepare us better for climate change. Highway widening just leads to induced demand. I know my own tendency to hop in a car to get somewhere 10 minutes earlier than public transportation will get me there. I actually prefer to take transit, but to make transit and active transportation work better for me and other Maryland residents, our budgets need to reflect these priorities. Instead of making it easier to drive, we need to make it easier to use every other form of transportation, and our land use planning needs to follow suit. Please don't create more sprawl by temporarily making it easier to drive on highways! The gains for car commutes will disappear within a few years, but we'll be stuck with the sprawl for decades.

Moira McCauley - Mount Rainier, MD

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Dear Council, Please do not build new roads. Please do not widen existing roads. You may spend funds to maintain the existing road network as it is. Building new roads unnecessarily urbanizes our rural treasures and promotes sprawl. Please be aware that I will not vote for or support any public officials who promote such policies. Thank You

David Berish - Hillsboro, VA

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This plan flatly rejects not only the TPB Dec 2020 vote to “prioritize investments on projects, programs, and policies to reduce greenhouse gas emissions, prioritize the aspirational strategies, and achieve COG’s land use and equity goals” but also fails our region's goal of reducing climate emissions. It completely ignores the 84% of the region’s residents agreed with the statement that “elected officials need to consider the impacts of climate change when planning transportation in the future.” Like MoCo and DC, the TPB should reflect the region's climate change goals through focusing on public transit and active transportation, not prioritizing driver-oriented projects that will not in the long term reduce traffic and, worse, will lead to increased emissions. Montgomery County's doing it. DC's doing it. Come on, TPB. You can do it, too.

Evelyn Fraser – Washington, DC

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Dear Chariman Allen, Transportation is the largest source of greenhouse gas emissions in the DC region (42%). So far TPB’s Visualize 2045 project list and planning assumptions do not commit to the transportation strategies in the COG's climate plan. Demand and adopt a better long-range transportation plan that addresses climate change! Move beyond the status quo! 84% of our region’s residents agreed that “elected officials need to consider the impacts of climate change when planning transportation in the future.” Good land use planning, affordable housing, and investments in walking, biking and transit are all successfully implemented strategies from Montgomery County’s bus rapid transit projects



to the moveDC plan update, transit-oriented development around the region, and many of TPB's own programs like Transportation-Land Use Connections. We know what to do to address climate change. Do it now!! We can't afford to wait another four years!

Evelyn Fraser

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To Whom it may concern, The road widening elements of the draft plan are a travesty. They are will not achieve the traffic reduction goals they aim to achieve, and will make it much harder to travel by any other mode. A century of evidence has shown that road widening lead to increased car use and decreases in every other mode. By forcing all trips onto cars you are making travel more expensive for everyone in the region. These projects will exacerbate the current climate emergency. They will lead to more traffic deaths. They will make the region poorer as a result. If you plan for cars and traffic, you'll get cars and traffic. If you plan for people and places, you'll get people and places. These projects are for cars and traffic, and every time we've done this, it's exactly what we've got. I strongly urge you to remove these incredibly misguided road widenings & redirect the massive amount of money to truly effective transportation projects.

Jacob Mason – Washington, DC

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Please concentrate the plan on rail and bus travel, not more roads for car travel. The roads are just going to fill up again in a handful of years anyway. We need to take increased telecommuting into consideration and encourage affordable housing near centers of activity. Urban sprawl forever is not sustainable and ruins quality of life.

Richard Johnson -Washington, DC

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I kindly ask you to stop supporting new free roads. Let people pay tolls and see how much they really value all that pavement. Toll the existing roads and you'll see people decide to start carpooling and change the time of their trips to uncongested times (if the tolls vary with congestion as they do on I-66).

Daniel Marcin - Silver Spring, MD

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As a cyclist who has survived one very serious crash with a vehicle several years ago, transforming our roads to reduce speeds and reduce the width of roads is very important for me among other safety measures. We can't wait another 4 years to act on climate change

and reduce our emissions. Transportation is the largest source of greenhouse gas emissions in the region (42%). The new and wider highways and arterial roads the proposed plan will fill up in as little as five years. They will fuel sprawl development, more driving, and more air pollution. The proposed plan takes us in the wrong direction on climate and fails to adapt to a changed region post-COVID that will see an expansion of telecommuting. We must take this opportunity post-COVID to re-imagine another transportation reality we need more transit for our essential workers, to redesign our streets to be safe for pedestrians and cyclists, and to recognize that increased telecommuting will reduce peak hour traffic

Jenn Pierson – Washington, DC

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Please remove all road widening projects from the plan. Widening roads just induces demand and makes traffic worse. Road widening will also prevent our region from reaching its climate goals. Instead, please focus on public transport, biking, walking, and micromobility.

Zachary Weinstein - Silver Spring, MD

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The recent pandemic has proven the limitations of spoke and hub public transit. Teleworking have given people the freedom to live wherever they most desire, and being forced to endure a crowded, noisy, unpleasant urban core is not a desirable option for most. Thanks to international pressure, electric vehicles are coming rapidly – the popularity of Tesla proves their potential, and the worldwide commitment to their use will soon make them economically practical and desirable. The "building roads creates congestion" assertion no longer applies, because the travel patterns of daily life will change radically. Please keep the critical funding for the critical highway funding in the plan. Please not yield the the obsolete "smart growth" proponents who only want funding for the areas where only they can afford to live. Don't force the rest of us to live in dense, unpleasant "activity centers." Your plan has balance, which is critical given recent priority shifts. Please keep it so.

Ronald Molinas - Vienna, VA

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We desperately need a regional transportation plan that will start meeting our climate goals and this isn't it. The days where TPB can sit idly by stapling together highway expansion projects from the state DOTs has passed. TPB must exercise its approval powers and require plans from the DOTs that cut Vehicle Miles Traveled, enable low-carbon transportation modes like walking, biking & transit. New and wider highways and arterial roads fill up in as little as five years. They fuel sprawl development, more driving, and more air pollution. They take us in the wrong direction on climate, increasing emissions at a time

when transportation is already our #1 source. At the same time, we need more transit for our essential workers, to redesign our streets to be safe for pedestrians and cyclists, and to recognize that increased telecommuting will reduce peak hour traffic. We can, and must, do better.

Chris Slatt, Sustainable Mobility for Arlington -Arlington VA

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I support projects that improve access for mass transit, pedestrians and bicyclists. I support more efficient use of existing roadway space – more throughput of PERSONS per road-mile, not more vehicle throughput. I support restriping of existing roadways for bicycles and pedestrians. I strongly oppose any road widenings for the increased throughput of single-occupant automobiles. I am against wider roads unless the new lane is designated solely for bus, trolley or high-occupancy vehicles. I am strongly opposed to the widening of the Beltway, I-270 and I-66. All of those roads are already wide enough and merely need to be better managed and regulated. I am opposed to any transportation projects that are not planned in close conformity with other land-use decisions such as housing, office space, retail, churches and parks. Thank you.

Peter Harnik – Arlington, VA

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There are too many destructive unnecessary highway/road widening projects. The draft plan fails to commit to regional climate targets, to account for increased telecommuting, or consider adopted goals to focus 75% of jobs & housing in activity centers. New & wider highways & roads just fuel sprawl development, more driving, & more air pollution. They take us backwards on climate, & increase emissions when it's already our #1 source. We need more transit for essential workers; to redesign our streets to be safe for pedestrians & cyclists, & to recognize that increased telecommuting will reduce peak hour traffic. And, funding for toll lanes adjacent to non-toll highways, does NOTHING to help reduce the carbon footprint; it only helps those who can afford to drive on toll lanes. And these toll lanes are WAY underutilized, making their construction a waste of taxpayer money. Use tax revenue to fund energy SAVINGS, NOT for welfare for the rich & environmental destruction!

Douglas Sedon -Jefferson, MD

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The transportation sector emits more GHGs than any other economic sector, which the Visualize 2045 plan itself acknowledges as an area of concern. Unfortunately, the plan only adds to the problems with American transportation infrastructure that have led to unsustainable GHG emissions. The plan calls for funding numerous highway projects, which will only fuel sprawl development and increase pollution while failing to reduce traffic long-term. It's also disappointing that the plan failed to commit to regional climate targets,

account for increased telecommuting, or consider adopted goals to focus jobs and housing in activity centers. I hope that the plan will instead invest more into bike lanes, sidewalks, and transit projects that can both address long-term traffic concerns and help us reduce transportation emissions. As someone in my early 20s, I will live with the disastrous consequences of climate change unless we act now. Please change the plan to address this reality.

Faaq Zarger - College Park MD

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I feel that the proposed transportation funding for the region falls far short of reaching the climate goals outlined by both COG and member jurisdictions. Visualize 2045 should have much more funding priority set on much more ambitious and sustainable projects. Not the usual road widening which exasperates sprawl, car dependency and green house gas emissions. COG should put its money where its mouth is and actually set the region up to achieve its carbon targets.

Kevin O'Halloran - Washington, DC

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For the last quarter century or so this area has lagged far behind in the need to build additional roads and increase the capacity of existing ones to match the increase in population over those years. We need not only the roads being proposed in this plan but more. Thanks for helping make this happen.

Lance Salonia - Washington, DC

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This plan is set up to fail future generations and the region with a lack of response to climate change impacts. Expanding roadways only will bring more single occupant internal combustion engines to our roadways, increasing the heat emergency effects of summer (and starting to impact spring and fall already) and further contributing to the emissions of our area. Only conversion of existing lanes to HOV should be utilized in this plan, with a greater focus on smart access to multimodal options. The addition of toll roads once again increases the inequity in our country allowing the rich to throw some money at a problem, since their time is viewed as more valuable. How does this support vulnerable and low income communities that often have the longest commute times to minimum wage jobs? The federal government is getting serious about emission reduction targets by 2030, it is past time that this plan be reevaluated and course corrected.

Linda Toth - Washington, DC

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Dear planning board, I'm concerned that the draft plan includes \$40 billion on road projects, which will further contribute to car culture, climate change, pollution and habitat destruction. A higher portion of the budget should be spent on public transportation and on making our communities more walkable and bike-able. Walking and biking are the most eco-friendly, affordable and healthiest ways to get around our area but we spend the least amount of money on them. I am a bike commuter (from Montgomery Co. to DC) and I see everyday how much more money needs to be spent in our area to ensure safety for walkers and bikers. Sincerely, Andrea Cimino

Andrea Cimino - Kensington, MD

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That's it. That's all I've got. We cannot widen our way out of traffic, and besides incentives for biking, walking, and bussing, there need to be disincentives against driving as well.

Kripa Parwardhan - Herndon, Virginia

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It is wrong for COG to adopt a regional climate action plan and then turn around and draft a transportation plan that does not implement the climate plan. In the plan TPB should delete unnecessary road projects that will increase emissions and add in more local street and transit projects that create more walkable, transit-oriented communities. TPB must start reshaping our thinking about this with actions. Further, the region's transportation patterns have been changed by the pandemic and TPB should not assume that we will go back to business as usual now and in the future.

Donna Gold Alexandria Virginia

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[Attached]  
Nancy Abele Bethesda MD

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This plan does not pursue the region's goal of reducing climate emissions, shamefully reverting to the status quo of driver-oriented projects that will not in the long term reduce traffic and, worse, will lead to increased emissions. The Council of Governments adopted a climate plan in 2020, and the TPB should reflect those goal by focusing on public transit and

active transportation, not spending billions to build and widen roadways serving single-occupancy vehicles.

Alexander Goyette – Alexandria, VA

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As an individual member of Elders Climate Action DMV chapter living in Virginia , I say no to the long range transportation plan Visualize 2045. The proposed plan does not adequately address climate change, public transportation, bike and pedestrian lanes or racial inequality. It would destroy habitats of flora, fauna, and humans and add significantly to noise pollution. Thank you for providing this opportunity for individuals to comment,

Jan Greenberg - Arlington, VA

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The current draft of Visualize 2045 deserves an F!

It misses the mark completely!

Please re-write it as follows --

1. Eliminate all highway and road/bridge projects (except maintenance).
2. Support investments in non-automobile options -- transit, pedestrian and bicycle infrastructure.

Perhaps you have not heard about the Climate Crisis. We need to reduce VMT per capita -- we can do so by emphasizing investments that will enable more folks to safely and conveniently get where they need/want to go without hopping in the car.

Perhaps you have not heard about the need to address social and economic inequities. Transportation investments can help move the needle here -- many lower-income persons do not have access to cars; and currently have to endure long frustrating commutes to jobs and other destinations. Upgrading transit will be especially important to the bottom half of the income pyramid.

I look forward to seeing the vastly improved revised Visualize 2045!

Sincerely,

David W Sears, PhD -Bethesda, MD

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Hi there,

On behalf of JBG SMITH I'd like to "second" the input submitted by the Greater Washington Partnership (attached here for reference) regarding regional "run through" rail service. Converting our existing commuter rail systems into an effective regional rail network is hugely important to places like National Landing, as it will allow more people from the region to access jobs there by transit. We encourage you to include run through service in your Visualize 2045 update.

Thank you,

Jay Corbalis

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Visualize 2045 is far too focused on prioritizing personal vehicles over transit, bikeways, and other low-impact, environmentally responsible travel modes. Repeating \$40 billion in highway and road widening projects from the last plan is a wasteful public investment. There is not one destination in the DMV that is challenging to drive to or park at. People who want to drive for their transportation are the most subsidized and have the most space while causing the most harm to other people and the environment.

If the plan was truly climate-focused, it would include strategies to reduce VMT. It would invest big in true networks of bicycle trails, cycleways, and regional transit. No more roads in the DMV should be widened.

Alexis Glenn -Alexandria, VA

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I just wanted to write a quick comment pleading for walkable neighborhoods and energy efficient transportation planning. In addition to all the benefits of this, and all the ills of vehicle-focused planning, I'd like to point out how hard it is to transition to walkable neighborhoods once vehicle infrastructure is overwhelmed.

The Silver Line to Tyson's was supposed to be an effort to make the area walkable. It has been several years, and there is still such a long way to go. Last week I had to go to the Kaiser in Tyson's for the vaccine. I had no choice for an alternate site. I'd like for the planners to try walking that, just once. A long wait to cross a six lane road, to other intersections without a crosswalk at all. I'm just lucky it was decent weather. I have to go back for a second round.

Anyways, please plan for a sustainable future.

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[Attached]

Eyal Li – Takoma, Park

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Hello, this is Carol Milbord from Hamilton virginia, I'm calling to comment on just a couple of aspects of Visualize 2045. All the road extensions that you are planning for the outer suburbs are very bad for the climate. They are only going to increase the sprawl. I'm particularly talking about the manassas battle field bypass, route 15, and other road projects like that. We need to stop building all these roads. It only increases sprawl, increases the pollution, and increases the commute time. You need to put our money into Metro, bike paths, and things like that. But you gotta stop the sprawl at the outer suburbs.

Carol Milbord– Hamilton, VA

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### **Comments from agencies/jurisdictions**

TPB Comments I-270 and I-495 Managed Lanes Study Attached PDF– City of Rockville.

Attached PDF - Danielle Glaros, Prince George's County

Attached PDF - Arlington Chamber Of Commerce

### **Comments from non-profit organizations**

Attached.

Sierra Club

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Attached.

WABA

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The Maryland Conservation Council, established in 1967 to conserve and protect our natural resources ([www.mdconservationcouncil.org](http://www.mdconservationcouncil.org)) calls on the TPB to fix the draft plan to address regional climate, equity and livability goals via one of two routes: 1. Model in the conformity process a climate-friendly plan in addition to modeling the business-as-usual project list. A climate-friendly plan would include travel demand management and land use strategies (including the regional housing targets), enhanced transit, pedestrian and bicycle improvements, and removal of many highway and arterial expansion projects, OR 2. Fix the current draft plan now, deleting the road widening projects



that will increase driving and emissions and adding in more transit and local street projects that create more walkable, transit-oriented communities. The pandemic and increasing work from home protocols need to be addressed, not 2014 practices. Thank you.

Maryland Conservation Council

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Business" as usual will not bend the curve and start reducing greenhouse gas emissions. We need to plan for sustainable development. We need to prioritize transportation infrastructure that minimizes Vehicle Miles Traveled (VMT) and associated greenhouse gas emissions (GHG). Sadly, Prince William County continues to propose paving more lanemiles as the solution to traffic congestion. Experience since 1950 has proven that approach is futile. Widening VA-28 (Nokesville Rd) and VA-294 (Prince William Pkwy), and constructing the Route 28 Bypass/Godwin Drive Extended, would increase VMT and GHG emissions. They would subsidize continued sprawl, rather than focus growth in Activity Centers where we can build affordable housing together with affordable transportation. Remove those projects from the Visualize 2045 plan.

Prince William Conservation Alliance

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Attached. –Citizens Against Beltway Extension

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In the Soviet Union, workers often joked “they pretend to pay us, and we pretend to work.” The first half of that saying surely does not apply to the staff of the National Capital Region Transportation Planning Board (TPB), but I’m very worried that the second half does.

I’m referring to the proposed update to the “Visualize 2045” plan. When there’s a mandate to create a report, there are two possible staff strategies. One is working to produce a good-faith report that meaningfully advances the underlying goals at stake. The other is producing something that can be called a report, whether or not it advances or impedes the underlying goals.

The proposed revision of “Visualize 2045” seems to fall into the second category. While the Metropolitan Washington Council of Governments (COG) has set forth ambitious climate goals that it encourages all member jurisdictions to implement in all of their activities, its own agency, the TPB, is working at cross purposes to these goals in its “Visualize 2045” proposal.

This in spite of the fact that increased ambition was needed, since the previous iteration of the “Visualize 2045” plan, from 2018, did not adequately address the greenhouse gas (GHG) reduction targets of the member governments. While member governments set goals of 80% to 100% reduction of GHG emissions from 2005 levels by 2050, the 2018 TPB plan aimed to reduce them by just 23% by 2045.

And yet, the current iteration of the plan is almost identical to the 2018 plan, and TPB director Kanti Srikanth admitted in March that the currently proposed project list, like that of the 2018 plan, would not achieve the member governments' GHG reduction targets. Also like the 2018 version, the current "Visualize 2045" plan is heavy on road-building, and does not meaningfully reduce dependence on automobiles. In fact, new roadbuilding on the proposed project list is even promoted as being a way to reduce GHG emissions!

We are told that the TPB can consider only those projects that "can be implemented using revenue sources that are already committed, available, or reasonably expected to be available in the future." And yet, even though the new federal Administration is clearly bringing a government-wide focus on solving the climate crisis, the TPB apparently doesn't consider funding for much other than roadbuilding to be "reasonably expected to be available." This is dangerously shortsighted.

It is especially striking to compare the climate ambitions of the COG with the lack of climate ambition shown in the TPB proposal. As noted in COG's November 2020 "Metropolitan Washington 2030 Climate and Energy Action Plan" (see <https://www.mwcog.org/documents/2020/11/18/metropolitan-washington-2030-climate-and-energy-action-plan/>), the 2030 GHG reduction goals adopted by the COG Board of Directors on October 14, 2020 align with the level of effort called for by the Intergovernmental Panel on Climate Change (IPCC). Those interim climate goals, as set out in COG Board Resolution R45-2020, include:

- A climate mitigation goal of 50 percent greenhouse gas emission reductions below 2005 levels by 2030; and
- A climate resilience goal of becoming a "Climate Ready Region" by 2030, which means that "all local governments must assess current and future climate risks, and be actively integrating climate planning across government plans, operations, and communications."

In light of this commitment, it is particularly distressing that COG's own agency, the TPB, is apparently not "actively integrating climate planning" across its own "plans, operations, and communications."

In fact, the list of projects that are touted as promoting a reduction of GHG emissions include major projects to add two lanes in each direction to the Capital Beltway in Maryland, and to add two lanes in each direction to I-270. This in spite of the well-known fact that widening roads brings increased traffic.

In similar fashion, many of the other projects that involve constructing new roads or widening existing roads assert (at Question 32 of the Project Description Form), that the roadbuilding project will promote non-auto travel or reduce vehicle miles traveled (VMT), contrary to common sense and lived experience.

Question 32 also asks for the identification of "all travel mode options that this project promotes, enhances, or supports" (emphasis added), and yet many roadbuilding projects claim not to promote the "single driver" travel mode, but only things that might sound better. For example, we are told by Question 32 responses that:

- Widening Braddock Road from 2 to 4 lanes supports bus travel and walking, *but not single driver transportation*;
- Widening Loudoun County Parkway from 4 to 6 lanes supports bicycling, metrorail, and walking, *but not single driver transportation*;
- Widening Croson Lane supports bicycling and metrorail, *but not single driver transportation*;
- Widening VA 659 supports walking, *but not single driver transportation*;
- Building a new 4-lane road (Crosstrail Blvd.) supports bus travel and bicycling, *but not single driver transportation*;
- Widening Northstar Blvd. supports bicycling and walking, *but not single driver transportation*;
- Building a new 4-lane road (Marina Way) supports bus travel, walking, bicycling, and carpooling, *but not single driver transportation*;
- Building a new 4-lane road (Williamson Blvd.) supports bus travel, bicycling, and walking, *but not single driver transportation*; and
- Building a new 4-lane road (Observation Drive Extended) supports bus travel and walking, *but not single driver transportation*.

Not every roadbuilding project refuses to admit that it supports single driver transportation, but the extent to which this patently obvious selection is avoided suggests a deliberate pattern of obfuscation.

Obviously, something is seriously out of joint with the TPB process. As you know, among the roads that “business as usual” will build is the road to climate catastrophe. We all, at every level, need to be doing all we can to head off the worst effects of the climate crisis. This includes the TPB.

And that is clearly not happening with the TPB process, which seems biased toward business as usual, and endless roadbuilding.

***The public expects better than this.*** According to TPB’s own survey of public sentiment, some 84% of the region’s residents want the plan to address climate change – significantly higher than the 69% who said that traffic congestion was a concern.

It is clear that the “Visualize 2045” process needs an immediate reset – unless the 2045 we are visualizing is one of climate disaster. There is no time left for relying on excuses and phony answers to continue business as usual. If we are to take action to address the climate crisis, we must actually take action, not just kick the can down the latest newly-built road.

“Visualize 2045” should help member jurisdictions, and all of us, to imagine a sustainable, equitable, healthy transportation future, not limit our vision to more and more roads.

To help bring forth a brighter, more optimistic vision, among the options I urge the Board to consider are:

- directing the staff to develop a “climate friendly” plan that can be considered as an alternative to the “business as usual” plan, and

- directing the staff to seriously revise the current plan (deleting road projects that will increase GHG emissions, and focusing more on transit and street projects that will make communities more walkable, with more transit options).

Thank you for the opportunity to comment on this important subject. I hope that you, and all the members of the Board, will act with the wisdom and courage needed to protect the interests of our great grandchildren, and of theirs.

Sincerely,

John Clewett  
Co-lead, Lewinsville Faith in Action

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Comments on the Transportation planning Board’s long range transportation plan Visualize 2045

The local chapter of Elders for Climate Action stand with other environmental groups, specifically the Coalition for Smarter Growth and the Sierra Club, as well as an overwhelming majority of Maryland residents in opposing the current long range transportation plan for failing to address the urgency of the climate crisis.

In spite of its own directive to prioritize equity, reduce vehicle miles, emissions and land use it’s proposed projects continue using outdated models to put its resources into highway widening projects that are at odds with regional and local policy goals on climate.

We support a plan that uses best climate friendly practices in land use and greater accessibility for pedestrian, bicycle and public transportation, and limits highway work to the essential.

Thank you,  
Cathie Nelsen, member Elders for Climate Action DMV chapter

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Attached.

Thank you for considering our concerns.

Barbara Coufal, Co-Chair  
Citizens Against Beltway Expansion

# **Appendix B**

**Information to support board action  
on Visualize 2045:**

**TPB April Work Session Summary  
with attachment from the Commonwealth of Virginia**



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Stacy Cook, TPB Transportation Planner  
**SUBJECT:** Summary: TPB Work Session: Facilitated Review of Technical Inputs (April 21, 2021)  
**DATE:** May 13, 2021

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This memorandum summarizes the comments made by the members of the National Capital Region Transportation Planning Board (TPB) on the technical inputs for the update to Visualize 2045 and the Transportation Improvement Program (TIP) during the TPB's April 21, 2021 work session. This memorandum also summarizes the responses provided by TPB member agency technical staff and TPB staffs. The memorandum is organized into two sections, general comments, and project-specific comments.

### **INTRODUCTORY REMARKS**

Welcoming members to the work session, board Chair Mr. Charles Allen noted the purpose of the session as additional time and an opportunity for members of the board to share, with board colleagues or staff, any comments they may have and to pose any questions that members may have on the new and existing projects in the plan to the transportation agencies. He noted that this review by the board members was happening concurrently with the review by the public.

He then asked TPB staff director, Kanti Srikanth, for an overview of the plan update process.

Responding to Mr. Allen's request, Kanti Srikanth explained the plan update process that the TPB is currently engaged in. Mr. Srikanth noted the following three points:

1. **Timeline, Air Quality Conformity requirements and next steps:** Per federal requirements, all elements of the long-range transportation plan must be updated at least once every four years. The last plan update was in 2018, the plan was then amended in 2020. The TPB must complete the next update in 2022. Since our region has not attained the federal ozone standards, we are required to complete a technical analysis, the air quality conformity analysis, before we can adopt an updated plan; the projects that are being reviewed now are those proposed to be included in the air quality conformity analysis; the TPB will be asked at its June 2021 meeting, to approve the inputs to the air quality conformity analysis.
2. **Scope of changes during review period:** During the session, board member discussion can include comments or questions not just on new projects OR the major changes proposed to projects already in the plan; board members can comment and question any and all projects that are in the plan even those with no proposed changes in this update. Members can provide their own perspectives on how the projects support the goals and policy priorities, noting that the board has a comprehensive set of social, economic and environmental policy priorities. While the board could act to remove projects from the list that goes into the analysis, the board will not be

able to make changes to a project or add projects without the agreement of the agency responsible to build, operate, maintain and fund the project.

3. Opportunities for continued plan updates: While the federal requirement is for an update every four years, it does not preclude more frequent updates to the plan. Should the TPB desire to do so either through amendment OR an update; such a decision to amend or update the plan could be triggered by substantive changes in funding, the project mix, demographic data or other factors affecting the region's long-range transportation plan and programs.

Stacy Cook, Transportation Planner provided a background with key considerations as to the process requirements and established policy priorities of the board. The presentation materials and comment period packet discussed by the board during the work session can be found on the April TPB meeting page: <https://www.mwcog.org/events/2021/4/21/transportation-planning-board/>

## GENERAL COMMENTS

During the April 21 work session, members of the board provided advice to staff as well as comments and observations about the technical inputs:

### Advice to and questions for staff:

- Members of the board noted that in their review of the comment period materials, some of the responses to the regional policy questions (as documented in the final December 2020 Technical Inputs Solicitation) appeared incomplete. They asked for more complete responses to these questions. For example, some board members noted some of the narrative responses requested in the solicitations (34b, 40b, 44a and 44b), which they considered as required, were not complete. They advised staff to work with the technical members to complete these questions. Some members noted that it was their responsibility to execute the process, diligently follow their own procedures, and that if they were to vote, they needed complete information.
  - **Response:** *TPB staff have been working this spring to update responses for all capital projects in the plan, including existing projects. They will work with technical staff in the region to address the board member comments on the completeness of the responses for both proposed and existing projects.*
- A board member noted that activity centers are out of date, and inquired as to how we get new designations for activity centers?
  - **Response:** *TPB Director Srikanth noted that the activity centers noted in the solicitation process are regional activity centers that was developed by COG. He said that the process to develop the criteria and establish the existing 141 regional activity centers took about two years, and indicated that there are not plans at COG or TPB to update those at this time, but when they are updated, criteria could be revisited. He noted, however, adopting a set of regional activity centers by COG does not preclude local jurisdictions identifying their own activity centers that serve the local community and economy.*
- In response to a question to Director Srikanth about the policy questions in the Technical Inputs Solicitation, he asked board members to clarify if they were looking for quantitative or qualitative information, members clarified that they were looking for completeness in the responses the questions (32-45).

### General observations and comments

Topic: land use:



- Board members noted that places have different needs based on land use and local context. For example, outer jurisdictions do not have mass transit available nor the land use densities to support making a major investment in it. They noted that the outer jurisdictions have different needs, context, and issues to consider than those of the core and inner suburbs and noted that transit demand in these areas is generally for commuters. Members pointed out that when considering TPB policy priorities as well as local needs, there is not a one-size-fits-all approach.
- Some board members noted the relationship between land use, equity, and transportation options, commenting that housing is expensive near transit stations and that many people in the workforce rely on other modes of transportation in addition to transit.
- Other board members noticed that while land use has implications for transportation needs, transportation projects also impact land use form and development, and therefore impact future transportation demand.

Topic: Climate change mitigation, greenhouse gas and VMT reductions:

- Some board members noted a need for an aggressive approach to reduce greenhouse gasses and mitigate climate change. Others noted an interest in the quantitative VMT impacts of projects and the related GHG impacts. Some members suggested we need to look at the individual projects.
  - **Response:** *Some technical staff from the region responded by saying that most projects are typically developed based on best practices in the industry and the benefits that can be expected by project type.*
- A board member asked about how projects were evaluated as a whole for Virginia. Another board member (from VDOT) noted that quantitative VMT and GHG reduction assessments are not conducted for many projects, especially when in the early planning phases, adding that these may be done for larger and more developed projects as part of the National Environmental Policy Act (NEPA) review process (please see supplemental information provided by the Commonwealth of Virginia staff that follows this memorandum). Noting that the update to the VTrans long-range plan was underway, a member noted that VDOT staff can see if those conducting VTrans have done that type of analysis. Noting that for the evaluation of projects as a whole, VDOT looks to TPB to conduct the regional analysis, Director Srikanth was asked about the regional/systemwide analysis on greenhouse gas reductions for the updates of the long-range transportation plan:
  - **Response:** *Director Srikanth noted that for many years, for each update and amendment to the long-range transportation plan and Transportation Improvement Program (TIP), the greenhouse gasses analysis of all projects as a set has been conducted by staff and reported to the board.*
- Some members sought a complete response beyond a yes/no answer (question 40a) regarding the greenhouse gas (GHG) impacts of individual projects, preferably quantitative analysis but at least complete responses (question 40b asks for an explanation).
- A number of other board members commented that while there is an effort to reduce or limit road projects, major transit investments are not an option everywhere, and that allowing additional congestion to cause delay by not completing road projects to reduce congestion will likely result in more harmful emissions, not less. In regard to the merits of having roadway projects, some board members noted that having the traffic moving, rather than idling, is important to minimize emissions. Supporting this comment, some members noted that there will be a continuing need for roadways based on the demand for use of personal vehicles, which are increasingly 'greener' and less reliant on petroleum products.

- Some board member commented that in some locations in the region, there may be a need for roads and roadway projects as areas urbanize. Others reflected that if a project does not reduce greenhouse gas emissions, it may still provide benefits, acknowledging that there may be instances where a project that does increase the VMT and greenhouse gas emissions may also be necessary to address other priorities. One project discussed in this discussion was the Loudoun County, US-50 North Collector, which is a new road that would project connectivity, not only for vehicles but also for transit, and bicycles and pedestrians. Members of the board noted that it needed information about VMT and GHG reductions. Representatives from the county noted that while this information has not been studied, the project has been assessed by a consultant and is expected to significantly alleviate congestion, which can help to reduce emissions from idling in congestion.
- Some board members referenced concerns about induced demand from roadway widening projects. Others noted that it would be helpful to have information about what types of demand-management strategies are considered before widening a roadway.

#### Topic: Balanced Transportation Network

- Several board members noted that the region has faced considerable congestion, and that many board priorities and discussions have focused on addressing that issue. They noted that some transportation system improvements are needed for that reason and that the discussion doesn't need to be a choice between transit and roads. Some members noted that the focus should be on looking at the transportation system as a dynamic multimodal network, with travel demand management continuing to be an important and important goal to grow.
- Some board members reflected that today, most the projects are multimodal. The large projects have various strategies to reduce the VMT such as travel demand management or transportation management plans.

### QUESTIONS RECEIVED BY EMAIL REVIEWED DURING THE MEETING

Questions provided by email from TPB Board Member, Ms. Kelly Russell; responses provided by TPB Staff.

1. **There are some very large road projects in here. Will there be any indication as to whether road projects are on net harmful to our pollution, climate, and safety goals?**
  - **TPB Staff Response:** *The TPB's regional air quality conformity analysis will provide an estimate of ozone related emissions and greenhouse gases (GHGs) in future years that the region can expect with all of the proposed roadway and transit improvements projects in the constrained element of the plan and the assumed future land use. This estimate, however, cannot be conducted for each individual project in the plan. Rather it will be one estimate of the collective effect of all 500-plus roadway and transit projects that are reflected in the analysis, along with the projected growth in the 23 member jurisdictions covering the TPB's Planning Area (more than 3,500 sq. miles).*

*Typically, large projects are required (by state or federal processes) to conduct a project-level planning analysis. The TPB member agencies conduct such studies and they would be able to provide information on the net impact on pollution or safety. We know, for example, that the*

Commonwealth of Virginia has a process where projects requesting state or regional funds have to show how the project performs across a set of metrics.

*(The tools we have are good at large regional level and often times impacts of individual projects are not clearly seen with these tools. There are other tools available and used to evaluate individual projects at a closer level, we do not have these ready or the staffing resources to do this).*

2. **Are projects that improve walking and bicycling access to transit subject to any additional quality check? A new unprotected bike lane on a 45 mph, widened road does not improve access.**
  - **TPB Staff Response:** *At the TPB as part of its process there are two checks that are done for all projects, not just for walk/bike projects – these are at a high level and not an engineering and design level. The first check we do is funding: before we add the project to the Transportation Improvement Program, we work with the agencies to determine that funding is available and commitment or reasonably expected to be provided. The second check we do is ask would this project change the roadway capacity – by taking away a lane for example, and if so then we will have to include the project in our air quality conformity analysis.*

*Any checks about the engineering design of facilities or safety features are not typically reviewed by the TPB. If a member brings a project that is either in the TIP or proposed to be added to the TIP which perhaps is not supportive of the TPB's policy priorities, then the TPB would write to the agency and could even withhold adding the project to the TIP (which is needed for the project to access any federal funds). The TPB has said that protected bike lanes provide the most safety, especially on major roadways and encourages member jurisdictions to pursue this.*

## PROJECT-SPECIFIC COMMENTS

**Comment:** TPB Chair Allen asked about the the H and I Street bus lanes, looking for information as to how or in what ways DDOT has estimated or produced evidence that shows the impact of the project on VMT and greenhouse gas emissions.

- **DDOT Response:** *Megan Kanagy, the Bus Priority Program Manager for DDOT, responded that DDOT is not doing any technical analysis to estimate the greenhouse gas emissions or VMT reduction as a result of bus priority projects, specifically. She noted that that is beyond the scope of what the agency typically does. DDOT knows from best practices that projects such as these are part of kind of overall effort to shift people to taking transit by making transit faster and more reliable.*

Mr. Allen followed up to clarify that for bus priority lanes, there is a foundational theory behind it, as to being able to move more people on bus transit. He then asked to confirm that there has not been an analysis of mode shift resulting from DDOT making transit more efficient and a better experience, thereby reducing VMT compared to if people had chosen to drive solo occupancy vehicles or carpooling.

- **DDOT response:** *Ms. Kanagy confirmed that DDOT has not conducted that specific analysis for this project. She noted that H and I Street has existing lanes from the pilot study and that this project is an upgrade to that design based on what was learned during the pilot period to help*

make it work better, such as reducing the lanes from right-turning vehicles, and providing a second bus lane in a couple locations where buses had been laying over in the curb lane. She further responded as to the data availability that for H and I Street: the analysis that DDOT has (pre-Covid) was showing travel time benefits about 10 percent across different times of day, with low investment cost – mostly paint. She noted that DDOT will be working with WMATA to analyze how this new design is working and could possibly provide some estimates. While that detailed modeling for D.C.-specific projects has not been done, DDOT certainly look into future monitoring as similar types of improvements are implemented.

- **DDOT Post-Meeting Follow-up Response:** in the DDOT Regional Policy Response summary tables, DDOT provided additional follow up to this question regarding H and I street bus lanes estimated impacts on GHG (question 40b): This project will improve transit speeds and reliability and reduce SOV emissions through increased bus ridership. WMATA's analysis of the pilot lanes on these roads found that travel times fell an average of 10% and DDOT anticipates further time reductions with the improved designs. DDOT also references the [findings of New York City](#), which found ridership gains of 10% - 20% in instituting its Select Bus Service program.

**Comment:** Mayor Newton of Rockville, Maryland, provided the following comment on the I-495 / I-270 Express Lanes project. This project was included in the 2018 update of Visualize 2045 and MDOT has proposed additional changes for the current update of Visualize 2045: The City of Rockville has unanimously voted against this project even with the modifications and requests the TB do the same. The City, along with the County Council, will be sending a letter shortly regarding that. The project, even with the modifications puts additional burdens on the city of Rockville, noting the 3 bridges the City owns over I-270, the taking of one general purpose lane, the high tolls, including perhaps 7 dollars a mile for trucks, and the impact on local streets especially from those trying to get around a blockage on the managed lanes. The City does not believe the project responds to COG's goals of quality, air quality, greenhouse gasses, or social justice noting that the project creates inequity with only have one free lane from I-370 South. Additionally, the project doesn't provide transit option from Blacksburg I-370 north to I-70.

- **MDOT Response:** Regarding transit and the TRP: We are working with all stakeholders, including Frederick, Montgomery, and Prince George's County on incorporating transit. Our transit working group, was started in May of 2019. To inform the discussions of this working group, MDOT is including an analysis of what I-270 could potentially look like with community bus service, connecting Frederick County all the way to Tyson's, Virginia. Those are ongoing discussions that we're currently having with representatives as part of this project. If it does move forward with the build alternative, we would dedicate a portion of the total revenue to transit service improvements. Those will be finalized and P3 section agreement. That's currently scheduled for 2022.



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

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May 11, 2021

### **Overview of VDOT Environmental Stewardship Initiatives**

This summary is in response to a request at the April 21 TPB work session on Visualize 2045 for a summary of VDOT's efforts to address climate change and mitigate greenhouse gas production. Environmental stewardship is a focus across the Commonwealth of Virginia, and VDOT and DRPT are playing a major role. Throughout the state, environmental stewardship is integral to what we do.

#### **Virginia's Commitment to Environmental Stewardship**

Climate change and air quality are prominent in the Commonwealth's plans and policies. The Commonwealth's commitment to air quality is illustrated by the recently enacted Executive Order 43 and SB 851. Executive Order 43 is intended to ensure that the modernization of Virginia's electric grid is done in a way that prioritizes carbon free sources of electricity to reduce our environmental impact and mitigate the impacts of climate change.

(<https://www.governor.virginia.gov/media/governorviriniagov/executive-actions/EO-43-Expanding-Access-to-Clean-Energy-and-Growing-the-Clean-Energy-Jobs-of-the-Future.pdf> .

Similarly, The goal of SB 851 ( <https://lis.virginia.gov/cgi-bin/legp604.exe?201+ful+SB851> ) is 100 percent carbon-free electric energy generation by 2050 at least cost for ratepayers. VDOT's top transportation leaders discussed environmental stewardship, including greenhouse gas mitigation and resiliency in the face of climate change, at the April 20, 2021 Commonwealth Transportation Board Meeting. This discussion begins 39 minutes into this video:

[https://www.youtube.com/watch?v=ETjpTT26su0&list=PLw3yV1Midq46Z8a\\_MUzfEigR15h9L4CCy&index=1](https://www.youtube.com/watch?v=ETjpTT26su0&list=PLw3yV1Midq46Z8a_MUzfEigR15h9L4CCy&index=1)

#### **Transportation Agency Efforts to Protect and Improve Air Quality**

On the transportation front, VDOT and DRPT are involved in a wide range of environmental stewardship initiatives ranging from littering abatement to groundbreaking planning and research involving climate change mitigation and resiliency. We are also preparing for a clean energy transportation fleet and automated/connected vehicles.

#### **Greenhouse Gas Mitigation Planning and Projects**

Greenhouse gas mitigation is one of the environmental areas the Commonwealth is focusing on. VDOT is a national leader among state DOTs in developing assessment techniques for air quality and greenhouse gases. VDOT is preparing a Statewide Planning Level Greenhouse Gas Analysis that includes a mobile source inventory of highway, transit, and rail emissions for a base year and

the 2040 build and no-build scenarios. This will include operational (tailpipe), construction and maintenance, and fuel cycle emissions. VDOT is currently scoping a GHG Pilot Project that will include a quantitative GHG analysis of the I-95 Corridor between the Springfield Interchange and Fredericksburg. The Southern Environmental Law Center is assisting with scoping. Both of the above studies will help inform ways that VDOT can better address GHG and climate change in project development and funding.

This focus is not limited to policies and planning, as VDOT and DRPT fund or implement a number of transportation initiatives designed to improve air quality and mitigate climate change. These include bicycle and pedestrian projects, travel demand management (TDM) programs that seek to reduce the amount of commuting in single-occupancy vehicles, and investment in electric vehicles and charging infrastructure. Additionally, DRPT distributes funding to transit agencies and the Commonwealth, along with Maryland and DC, provides substantial funding to WMATA. This funding was increased significantly two years ago. Virginia localities also provide funding to WMATA.

### **Multi-Modal Projects**

It is important to note that VDOT and DRPT, along with our local government partners, prioritize multi-modal projects, intelligent transportation systems and operational improvements in the Virginia planning and funding process. This multi-modal approach, coupled with coordination of transportation and land use planning and far-sighted advance preparation for advanced transportation technologies.

“Mega Projects”, such as I-66 Inside and Outside the Beltway, exemplify this approach. . The Demand for travel in the I-66 corridor will only continue to grow, but the two mega-projects are accommodating this demand through a multi-modal approach that dis-incentivize single occupant vehicles and provides transit, bicycle and ridesharing alternatives. These projects are using variable congestion pricing, technology, travel-demand management programs and new transit services to focus on moving more people rather than more cars. Some of the tolls from these projects will fund new transit services administered through the Northern Virginia Transportation Commission. I-66 outside the Beltway was designed to not preclude future Metrorail extensions, and a network of park-and-ride lots are being provided. A new separated bike and pedestrian trail are being funding along I-66 Outside the Beltway, and new bike/pedestrian improvements are being provided as part of the I-66 Inside the Beltway project.

VDOT and DRPT oversee hundreds of smaller projects, and these projects are subject to official state policies requiring provision of pedestrian and bicycle accommodations. Virginia’s performance based project selection program, Smart Scale, heavily incentivizes projects which provide bicycle/pedestrian accommodations, transit connections, operational improvements rather than capital intensive road widening, and careful consideration of land use impacts of transportation projects.

Under state law, comprehensive plan amendments and major rezoning cases must be submitted to VDOT’s Land Development staff for review by VDOT and DRPT so that land development and transportation are planned in a coordinated manner. DRPT has developed Multimodal System

Design Guidelines ([http://www.drpt.virginia.gov/media/1055/drpt\\_mmsdg\\_final\\_full.pdf](http://www.drpt.virginia.gov/media/1055/drpt_mmsdg_final_full.pdf)) which encourage provision of transit, bicycle and pedestrian accommodations as central features of new walkable, transit oriented neighborhoods, districts and corridors. VDOT is authorized to waive certain dimensional standards for roadways in areas covered by these plans so that the limited rights of way can accommodate alternative transportation modes.

### **Planning for Resiliency**

VDOT, along with regional and local agency partners in the state, have already engaged in efforts to plan for resiliency. As part of the development of VTrans, Virginia's Long Range Transportation Plan, the Office of Intermodal Planning and Investment undertook a vulnerability assessment. Initial work for this assessment conducted in 2019 established a definition of climate change vulnerability and resilience for the agency; created a draft vulnerability assessment methodology to score the state's transportation assets based on exposure, sensitivity to climate change, and adaptive capacity; and performed a review of Virginia's transportation vulnerability assessments. The Office is working to refine the indicators and weighting approach as needed, finalize remaining data collection, and produce a vulnerability rating for each segment of the National Highway System and for each bridge under the state's jurisdiction.

# **Appendix C**

**Information to support board action  
on Visualize 2045:**

**Conformity Input Tables  
updated based on Inter-agency review**



## 2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

DRAFT 5/12/2021

ConID	Scenario	Improvement	Facility	From	To	Projected	PIT Project ID
						Complete	
<b>DDOT</b>							
613	DCSTHST2	Construct	Benning Road Streetcar Extension	Oklahoma Avenue NE	45th Street/Benning Road Metro	<del>2023</del> 2026	5754
793	WATEREXT	Implement	DC Circulator Expansion	Navy Yard Route Realignment	36th St.	2018 Complete	6103
794	UHOWEXT	Implement	DC Circulator Expansion	Rosslyn to Dupont Circle Route	Extension to U St./Howard University	<del>2018</del> 2026	6103
		Implement	DC Circulator Realignment	Potomac Ave.	Skyland	2018 Complete	6103
822	HIBUS	Implement	H St. NW Peak Period Bus-Only Lanes Pilot Project	19th St NW	14th St NW	2019 Complete	CE3196
823	HIBUS	Implement	I St. NW Peak Period Bus Only Lanes Pilot Project	13th St. NW	Pennsylvania Ave. NW	2019 Complete	CE3196
		Construct	K St. NW Transitway	9th St. NW	21st St. NW	<del>2024</del> 2025	CE3081
610	DCSTGTWN	<del>Construct</del> Implement	Union Station/Georgetown Streetcar	K Street/34th Street NW	3rd Street/H Street NE	<del>2030</del> 2040	CE3081
989		Implement	16th St. Bus Priority Improvements	H St. NW	Arkansas Ave NW	<del>2020</del> 2022	6638
		Implement	H St. and I St Bus lanes Phase 2	13th St. NW	Pennsylvania Ave NW	2021	3212
7823		Study	7th St. NW Bus Improvements	Massachusetts Avenue	Pennsylvania Ave.	Not Coded	3212
7835		Study	H St. NW Bus Improvements	14th St. NW	North Capitol St.	Not Coded	3212
7834		Study	Minnesota Avenue SE Bus Improvements	Pennsylvania Avenue SE	East Capitol Street	Not Coded	3212
10614		Study	MLK Ave SE Bus Improvements	Good Hope Road	Redwood Street	Not Coded	3212
<b>MDOT/MTA</b>							
617	MARCFRQ	Implement	Brunswick Line Service Improvements			2029	CE3427
618	MARCFRQ	Implement	Camden Line Service Improvements			2029	CE3427
481	CCTBRT	Construct	Corridor Cities BRT	Shady Grove	Comsat	<del>2028</del> 2035	CE1649

NOTE: Shaded areas represent changes from the 2020 Amendment to Visualize 2045.  
Pink shading indicates technical corrections made since the beginning of the comment period.

## 2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

DRAFT 5/12/2021

ConID	Scenario	Improvement	Facility	From	To	Projected	PIT Project ID
						Complete	
619	MARCFRQ	Implement	Penn Line Service Improvements			2029	CE3427
479	PURPLE	Construct	Purple Line Transitway	Bethesda	New Carrollton	2020 2023	2795
480	SSTCTR	Construct	Silver Spring Transit Center	Phase II		2017 complete	
<b>Montgomery County</b>							
669		Study	Countywide BRT	various corrirors		Not Coded	
	RANDBRT	Implement	Randolph Road BRT	US 29	MD 355	2040	CE3662
5062	NBETHBRT	Implement	North Bethesda Transitway BRT	Montgomery Mall Transit Center	White Flint	2035 2030	CE3663
	MD355BRT	Implement	MD 355 BRT	MD 410 East-West Highway	Clarksburg Rd.	2045 2030	CE3424
	VEIRSBRT	Implement	Veirs Mill Road BRT	MD 355 Rockville Pike	MD 97 Georgia Ave.	2030 2025	CE3103
982	NHBRT	Implement	New Hampshire Ave. BRT	Colesville Park and Ride	Takoma Metro Station	2045	CE3672
	29BRT	Implement	US 29 BRT	Burtonsville	Silver Spring Transit Center	2020 Complete	CE3423
483	MCT7	Construct	Olney Transit Center	adjacent to or north of MD 108		2045	CE1249
487	TIGERVEIR	Construct	Veirs Mill Road Bus Enhancement	Rockville	Wheaton	2020 2021	CE1253
<b>VDOT</b>							
1028		Construct	Long Bridge	Control Point RO (Arlington) Rosslyn (RO) Interlocking near Long Bridge Park in Arlington, Virginia	L'Enfant (LE) Interlocking near 10th Street SW in the District of Columbia	<del>Not Coded</del> 2030	
3680		Construct	VRE 4th Track Project	L'Enfant Interlocking	Virginia Interlocking	2028	CE3758
1029		Construct	Alexandria 4th Track Project	Control Point Rosslyn (CFP RO) near milepost 110.1 south of the George Washington Parkway	Control Point Alexandria (CFP AF) near milepost 104.3 south of Telegraph Road	2025 2028	

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## 2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

DRAFT 5/12/2021

ConID	Scenario	Improvement	Facility	From	To	Projected	PIT Project ID
						Complete	
1030		Construct	Franconia to Occoquan 3rd Track Project	One mile north of the Franconia-Springfield VRE station (CFP 98.8)	Approximately 400 feet north of Furnace Road, just north of the Occoquan River (CFP 90.08)	2028	
		Construct	Broad Run Expansion- 3rd Track Project	Broad Run	Manassas (Wellington Road)	2025	CE2420
504	VREFREQ	Implement	VRE Service Improvements (Reduce Headways) - associated with 3rd and 4th Track Projects	Fredericksburg and Manassas lines		2028 2035	CE2832
795	US1VABUS	Widen	US 1 (bus/right-turn lanes)	VA 235 North	SCL Alexandria (I-95 Capital Beltway)	2035	CE1942
861		Construct	Crystal City Transitway: Northern Extension - complete dedicated lanes	Crystal City Metro Station	Army Navy Drive Transit Station (Army Navy Dr halfway between Hayes St and Joyce St)	2022	CE3521
	MWAYEXT2	Construct	Crystal City Transitway: Southern Extension - complete dedicated lanes	South Glebe Road	Alexandria city line	2025	
	MWAYROW	Construct	Crystal City/Potomac Yard Transitway-realign with dedicated right-of-way	East Glebe Road	Evans Lane	2030	
677		Study	US 1 Corridor Streetcar Conversion	Four Mile Run	Braddock Road	Not Coded	CE2685
489	POTYDS	Construct	Metro Station	Potomac Yard		2021 2022	CE3013
493		Construct	Park-and-Ride Lot-Garage	Springfield CBD	vic. I-95 & Old Keene Mill Road	2022 2023	CE2188
670		Construct	Park-and-Ride Lot	Dulles Town Center	300 Spaces	2014 2019 complete	CE2871
499		Construct	Park and Ride Lot	Arcola Center 300 spaces		2015 2024	
503	SILVER 2	Construct	Dulles Corridor Metrorail	Wiehle-Reston East Station	Ashburn Station	2020 2022	CE1981

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## 2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

DRAFT 5/12/2021

ConID	Scenario	Improvement	Facility	From	To	Projected	PIT Project ID
						Complete	
1018	SILVER 2	Construct	Park-and-Ride Garage	Herndon-Monroe Station		2020	CE3700
1019	SILVER 2	Construct	Park-and-Ride Garage	Innovation Station	2000+ parking spaces	2020	CE3700
629	POTSHRS	Construct	VRE - Potomac Shores Commuter Rail Station	Potomac Shores	Prince William County	<del>2020</del> 2022	CE2831
505	VANDBRT	Construct	West End Transitway (City Funded)	Van Dorn Street Metro	<del>Pentagon &amp; Landmark</del>	2026 & 2035	CE2930
1034	VANDBRT2	Construct	West End Transitway Phase II (Southern Segment)	Van Dorn Street Metro	Landmark Mall	2026	CE2930
507	NRS	Construct	Landmark Transit Center	Duke Street and Van Dorn Street		2023	CE3071
508	ALEXBUS	Implement	DASH Service Expansion	citywide		<del>2020</del> 2030	CE2933
820	BELTHOT	Implement	Beltway HOT lanes transit service			2020	
821	BELTHOT	Implement	Beltway HOT lanes transit service			2030	
509	DUKEBUS	Construct	Duke Street Transitway	King Street Metro	Fairfax County Line	<del>2024</del> 2027	CE2932
672		Construct	Leesburg Park and Ride Lot (new location)	Crosstrails Blvd (approx)	300 Spaces	2018	CE2695
673		Construct	Sterling Park and Ride Lot		200 Spaces	<del>2014- 2019</del> complete	CE3357
674		Construct	One Loudoun Park and Ride Lot	VA 7 & Loudoun County Parkway	200 Spaces	2019	
675		Study	Western Loudoun Park and Ride Lot		250 Spaces	Not Coded	CE3359
797	I66HOTI	Implement	I-66 Corridor Enhanced Bus Service (details shown with project description sheet)	Inside the beltway		2025	CE3484
798	I66HOTI	Implement	I-66 Corridor Enhanced Bus Service (details shown with project description sheet)	Inside the beltway		<del>2030</del> 2040	CE3484
799	I66HOTO	Implement	I-66 Corridor Enhanced Bus Service (details shown with project description sheet)	Outside the beltway		<del>2024</del> 2022	CE3448
800	I66HOTO	Implement	I-66 Corridor Enhanced Bus Service (details shown with project description sheet)	Outside the beltway		<del>2025-2030</del> & 2040	CE3448

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## 2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

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ConID	Scenario	Improvement	Facility	From	To	Projected	PIT Project ID
						Complete	
801		Construct	I-66 Corridor Park and Ride lot	Haymarket		2021	CE3448
802		Construct	I-66 Corridor Park and Ride lot	University Blvd. in Gainesville		2021	CE3448
803		Construct	I-66 Corridor Park and Ride lot	Balls Ford Road in Manassas		2021	CE3448
804		Expand	I-66 Corridor Park and Ride lot	Prince William Pkwy (Cushing Rd)		2021 2040	CE3448
806	NRS	Construct	I-66 Corridor Park and Ride garage	Monument Drive	garage replaces surface lot	2021 2023	CE3448
808	US1BRT	Construct	Bus Rapid Transit (BRT)	US 1 Richmond Highway	Huntington Metro to Hybla Valley to Ft. Belvoir to Woodbridge VRE	2030	CE3496

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**2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS  
(highway)**

DRAFT 5/12/2021

PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
CE2860	605	DI9		Reconstruct	I 295 Interchange at Malcolm X Blvd.	Add above grade ramp connection from NB I-295 off ramp to new St. Elizabeth's Access Road						2020 2022
CE2813	604			Construct	F Street NW	2nd Street NW	3rd Street NW			0	2	2018 2019 Complete
3423	541	DP9A	AW011, AW024 A, AW001 A, AW025 A, CKTB6	Widen	South Capitol Street Corridor: Frederick Douglas Bridge	Independence Avenue (East)	Martin Luther King, Jr. Blvd. (west)	2	2	5	6	2021 2025
5803	542	DP9C		Construct	South Capitol Street Intersection	at Potomac Avenue						2021 2022
6038	543	DP9D		Construct	Suitland Parkway interchange	at Martin Luther King, Jr. Boulevard to complete movements						2021
CE3196	582	DS27		Reduce Capacity	H St. NW Peak Period Bus-Only Lanes Pilot Project	19th St NW	14th St NW	3	3	5	4	2019 Complete
CE3196	583	DP38		Reduce Capacity	I St. NW Peak Period Bus Only Lanes Pilot Project	13th St. NW	Pennsylvania Ave. NW	2	2	4	3	2019 Complete
3212	11116			Reduce Capacity Bus Lanes	H Street NW	Pennsylvania Ave	Connecticut Ave	2	2	4	3	2021
3212	11117			Reduce Capacity Bus Lanes	H Street NW	Connecticut Ave	Vermont Ave	2	2	4	2	2021
3212	11118			Reduce Capacity Bus Lanes	H Street NW	Vermont Ave	15th Street	2	2	4	3	2021
3212	11119			Reduce Capacity Bus Lanes	H Street NW	15th Street	14th Street	2	2	3	2	2021
3212	11120			Reduce Capacity Bus Lanes	I Street NW	13th Street	14th Street	2	2	3	2	2021
3212	11121			Reduce Capacity Bus Lanes	I Street NW	16th Street	Connecticut Ave	2	2	3	2	2021
3212	11122			Reduce Capacity Bus Lanes	I Street NW	17th Street	18th Street	2	2	3	2	2021

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PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
3212	11123			Reduce Capacity Bus Lanes	I Street NW	19th Street	20th Street	2	2	3	2	2021
CE3077	558	DP42	ED0C2A	Reduce Capacity	C Street/N. Carolina Avenue	Oklahoma Avenue	14th Street NE			5	3	2020 2022
6315	567	DP16		Reduce Capacity	East Capitol Street	40th Street	Southern Ave			6	4	2021
CE3075 6014	585	DS6		Reduce Capacity	Maryland Ave. NE	6th St. NE	15 St. NE			4	2	2019 2021
CE3399	608			Reconstruct	New Jersey Avenue NW 1-way to 2-way	H Street NW	N Street NW					2020 2021
6114	609			Reduce Capacity	South Capitol Street	Firth Sterling Ave.	Southern Ave Maryland state line			5	4 5	2015 2022
3232	663			Reduce Capacity	Adams Mill Rd. NW	Kenyon	Klinge			3	2	2016 Complete
3232	701	DS8		Reduce Capacity	6th Street NE	Florida Avenue	K Street			2	1	2016 Complete
3232	702	DS9		Reduce Capacity	7th Street NW	New York Avenue	N Street			4	2	2016 2021
3232	704	DS11		Reduce Capacity	14th Street NW	Florida Avenue	Columbia Road			4	2	2016 Complete
3232	705	DS12		Reduce Capacity	Brentwood Parkway NE	6th Street/Penn Street	9th Street			2	1	2016 Complete
6195	717	DS13		Reduce Capacity	Florida Avenue NE	3rd Street	West Virginia Avenue			6	4	2019 2023
6195	710			Reduce Capacity	Florida Avenue NE	2nd Street	3rd Street			6	5	2019 2023
3232	707	NRS		Reduce Capacity	New Jersey Avenue NW	H Street	Louisiana Ave			4	2	2020 2021
CE3447	713	DS14		Reduce Capacity	Pennsylvania Avenue NW	18th Street	20th Street			5	4	2020 2025
CE3447	712	DS15		Reduce Capacity	Pennsylvania Avenue NW	17th Street	18th Street			6	4	2021 2025
CE3447	715	DS16		Reduce Capacity	Pennsylvania Avenue NW	26th Street	28th Street			5	4	2021 2040
CE3447	716	DS17		Reduce Capacity	Pennsylvania Avenue NW	28th Street	29th Street			4	2	2021 2040
CE3447	714	DS18		Reduce Capacity	Pennsylvania Avenue NW	20th Street	26th Street			6	4	2021 2040
3232	709	DS19		Reduce Capacity	Wheeler Road SE	Alabama Avenue	Southern Avenue			4	2	2020 2021
3232	829	DS21		Reduce Capacity - bike lanes	6th Street NW	Constitution Avenue	Massachusetts Avenue			6 peak- 4 offpeak	4 peak - 2 offpeak	2019 2030

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PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
3232	830	DS22		Reduce Capacity - bike lanes	6th Street NW	Massachusetts Avenue	Florida Ave NW			4	<del>2</del> 3	<del>2019</del> 2030
3232	832	in base		Reduce Capacity - bike lanes	Blair Road NW	Peabody St. NW	Aspen St. NW			3	2	2021
3232	860	DS23		Reduce Capacity - bike lanes	Harewood Road NW	Rock Creek Church Road NW	North Capitol Street			2	1	<del>2020</del> 2022
3232	835	DP22		Reduce Capacity - bike lanes	Louisiana Avenue NW	Columbus Circle NE/ Mass Ave NE	Constitution Avenue NW			4	3	<del>2020</del> 2040
CE3651	944	DP32		Reduce Capacity - bike lanes	17th Street NW	New Hampshire Avenue	Massachusetts Avenue NW	3	3	2	1	<del>2020</del> - 2021
CE3652	946	DP34		Reduce Capacity - bike lanes	K Street NW	<del>3rd Street NW</del> 7th St NW	1st Street NE			<del>6</del> 4	<del>4</del> 2	<del>2020</del> - 2021
CE3654	947	DP35		Reduce Capacity - bike lanes	Pennsylvania Ave	2nd Street SE	14th Street SE	2	2	6	4	<del>2020</del> 2023
CE3654	948	DP36		Reduce Capacity - bike lanes	Pennsylvania Ave SE	14th Street SE	Barney Circle			8	6	<del>2020</del> 2024
CE3653	949	DP37		Reduce Capacity - bike lanes	Irving Street NE/NW	Michigan Avenue NE	Warner Street NW			6	4	2020 Completed
3232	1013			Reduce Capacity - bike lanes	9th St NW	New York Avenue NW	H Street NW			3	2	2030
3232	<del>1013</del> 831	NRS		Reduce Capacity - bike lanes	9th St NW	Massachusetts Ave	Florida Ave			4	<del>2</del> 3	<del>2019</del> 2030
3232	1012	DP39		Reduce Capacity - bike lanes	9th St NW	Constitution Ave	Massachusetts Ave			6/4	4/2	<del>2019</del> 2030
3232	1010	DP40		Reduce Capacity - bike lanes	Nebraska Ave NW	New Mexico Ave	Loughboro Road			4	3	<del>2020</del> 2022
3232	1009			Reduce Capacity - bike lanes	Pennsylvania Ave SE	2nd St	17th St.			8	6	2021
3232	1008	DS28		Reduce Capacity - bike lanes	Dalecarlia Pkwy NW	Loughboro Road	Westmoreland Circle			4	2	<del>2020</del> 2040
3232	1007	DS29		Reduce Capacity - bike lanes	K St NE	1st St	8th St			3	2	2019 Complete
3232	1006	DS30		Reduce Capacity - bike lanes	Mount Olivet Rd NE	Brentwood	West Virginia Ave			4	3	<del>2020</del> 2022
3232	1005	DS31		Reduce Capacity - bike lanes	M St SE	Half St	11th St			6	5	<del>2020</del> 2022

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(highway)**

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								Fr	To	Fr	To	
3232	1004	DP41		Reduce Capacity - bike lanes	Florida Ave NE	West Virginia Ave	14th St			3	2	2019 Complete
3212	7820			Reduce Capacity - bike lanes	15th Street Cycletrack	Pennsylvania Ave NW	East Basin Dr. SW	3	3	4	3	2021
3212	7838			Reduce Capacity - bike lanes	17th St. Bike Lanes	New Hampshire Avenue NW	K St. NW	3	3	4	2	2021
3212	7821			Reduce Capacity - bike lanes	20th St. NW Bike Lanes	G St.	Massachusetts Ave.	4	4	4	2	2022
3212	7827			Reduce Capacity - bike lanes	21st St. NW	Constitution Ave NW	Massachusetts Ave NW	3	3	3	2	2021
3212	7839			Reduce Capacity - bike lanes	Kenyon St NW, Irving, St NW and Michigan St NE Protected Bike Lanes	Warder St NW	4th St NE	3	3	8	6	2020 Completed
3212	10675			Reduce Capacity - Bus Lanes	M Street SE	10th Street	Half Street	3	3	6	4	2020 Completed
3212	7824			Reduce Capacity - Bus Lanes	Martin Luther King Jr. Ave SE	W Street	Redwood Street	3	3	4	2	2020 Completed
3212	7836			Reduce Capacity -	Park Place/5th Street NW	Grant Circle	Kenyon St NW	3	3	2	1	2022
3212	7825			Reduce Capacity -	Virginia Ave NW	Rock Creek and Potomac Pkwy NW	18th St NW	3	3	6	5	2021
3212	7837			Reduce Capacity - bike lanes	Warder Street/7th Street NW	Kenyon St NW	New Hampshire Ave NW	4	4	2	1	2022
6638	839	DP23		Reduce Capacity - Bus Priority	16th Street NW	Arkansas Avenue NW	Columbia Road NW			6	4	<del>2020</del> 2022
6638	840	DP24		Reduce Capacity - Bus Priority	16th Street NW	Columbia Road NW	W Street NW			5	4	<del>2020</del> 2022
6638	838	NRS		Reconstruct	16th Street NW	W Street NW	H Street NW			4	4	2022
CE3081	841	DP25		Reduce Capacity - Streetcar	H Street NE/NW	3rd Street NE	New Jersey Ave NW			6	4	<del>2030</del> 2040
CE3081	842	DS26		Reduce Capacity - Streetcar	New Jersey Avenue NW	H St NW	K Street NW			3 lanes 1-way	1 lane each 2-way	<del>2030</del> 2040
CE3081	844	DP26		Reduce Capacity - Streetcar	K Street NW	New Jersey Avenue NW	7th Street NW			3	2	<del>2030</del> 2040
CE3081	845	DP27		Reduce Capacity - Transitway	K Street NW	9th Street NW	12th St NW			4	2	2021 2025
CE3081	846	DP28		Reduce Capacity - Transitway	K Street NW	12th St NW	21st St NW			6	4	2021 2025

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PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
CE3081	847	DP29		Reduce Capacity - Streetcar	K Street NW	21st St NW	25th Street NW			4	2	2030 2040
CE3081	848	DP30		Reduce Capacity - Streetcar	K Street NW	25th Street NW	29th Street NW			6/4	4	2030 2040
CE3081	849	DP31		Reduce Capacity - Streetcar	K Street NW	29th Street NW	Wisconsin Avenue NW			4	2	2030 2040
<b>MDOT</b>												
<b>Interstate</b>												
	126	MI2Q	MO839 1	Construct	I 270 Interchange	at Watkins Mill Road		1	1	8	8	2020
6432 CE1186	125	MI2U1	AW0731	Construct/Widen	I 270 Toll Lanes	I 495	I 270Y	1	1	4 + 2 HOV	4 + 4 HOT +2 HOV +4 ETL	2025
6432 CE1186	892	MI2U2	AW0731	Construct/Widen	I 270 Toll Lanes	I 270Y	I 370	1	1	10 + 2 HOV	10 + 4 HOT +2 HOV +4 ETL	2025
6432 CE1186	893	MI2U3	AW0731	Construct/Widen	I 270 Northbound Toll Lanes	I 370	Middlebrook Road	1	1	3 + 1 HOV NB	3 + 2 HOT NB ETL	2025 2030
6432 CE1186	893	MI2U4	AW0731	Construct/Widen	I 270 Southbound Toll Lanes	Middlebrook Road	I-370	1	1	4 SB	4 + 2 HOT SB +2 ETL	2025 2030
6432 CE1186	894	MI2U5	AW0731	Construct/Widen	I 270 Northbound Toll Lanes	Middlebrook Road	MD 121	1	1	2 + 1 HOV NB	2 + 2 HOT NB +1 HOV NB +2 ETL	2025 2030
6432 CE1186	894	MI2U6	AW0731	Construct/Widen	I 270 Southbound Toll Lanes	MD 121	Middlebrook Road	1	1	3 SB	3 + 2 HOT SB +2 ETL	2025 2030
6432 CE1186	895	MI2U7	AW0731	Construct/Widen	I 270 Toll Lanes	MD 121	I 70 / US 40	1	1	4	4 + 4 HOT +4 ETL	2025 2030

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(highway)**

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								Fr	To	Fr	To	
6444	952	MI2TSB6		Construct	I270 southbound auxiliary lane (innovative congestion management)	South of Shady Grove Rd local slip ramp	South of Shady Grove Rd express lanes slip ramp	1	1			2019 complete
6444	953	MI2TSB7		Construct	I270 southbound auxiliary lane (innovative congestion management)	Md 28 on-ramp	MD 189 off-ramp	1	1			2019 2021
6444	954	MI2TSB8		Construct	I270 southbound (innovative congestion management)	MD 189 on-ramp	Montrose Road off-ramp	1	1			2019 complete
6444	955	MI2TSB12		Construct	I270 southbound (innovative congestion management)	North of Montrose Road	Democracy Boulevard	1	1			2019 complete
6444	956	MI2TNB1		Construct	I270 northbound (innovative congestion management)	Democracy Boulevard on-ramp	North of Montrose Road slip ramp to local lanes	1	1			2019 complete
6444	957	MI2TNB2		Construct	I270 northbound auxiliary lane (innovative congestion management)	MD 189 on-ramp	MD 28 off-ramp	1	1			2019 2021
6444	958	MI2TNB2		Construct	I270 northbound auxiliary lane (innovative congestion management)	South of MD 28 slip ramp to express lanes	North of MD 28 slip ramp to local lanes	1	1			2019 2021
		MI2TNB3		Construct	I270 northbound (innovative congestion management)	Shady Grove Road	I-370 off-ramp	1	1			2019
		MI2TNB4		Construct	I270 northbound (innovative congestion management)	MD 124 on-ramp	Watkins Mill Road off-ramp	1	1			2019
		MI2TNB4		Construct	I270 northbound auxiliary lane (innovative congestion management)	Watkins Mill Road on-ramp	Middlebrook Road westbound off-ramp	1	1			2019
6444	962	MI2TNB5		Construct	I270 northbound (innovative congestion management)	MD 121	Comus Road Bridge	1	1			2019 2021 complete
	210	MI4		Widen	I 70	Mt. Phillip Road	West of I 270	1	1	4	6	2035
CE2250	151	MI4a	FR5801	Reconstruct	I 70	at MD 144FA, Meadow Road, and Old National Pike		1	1	6	6	2025 2022
				Study	I-295 Toll Lanes- planning study	US 50	I-95 (in Baltimore)					Not Coded
CE1479	108	MI1P MI1PR	PG3331	Construct	I-95/I-495	at Greenbelt Metro Station		1	1	8	8	2030
6432 CE3281	696	MI1Q	AW0731	Construct/Widen	I 495 Toll Lanes	Virginia State line/Potomac River (including American Legion Bridge)	I 270Y	1	1	8/10	8/10 + 4 ETL HOT	2025
6432 CE3281	856	MI1R	AW0731	Construct/Widen	I 495 Toll Lanes	I 270Y	MD 355	1	1	6	6 + 4 ETL HOT	2025

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(highway)**

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								Fr	To	Fr	To	
6432 CE3281	905	MI1S	AW0731	Construct/Widen	I 495 Toll Lanes	MD 355	I 95	1	1	8	8 + 4 ETL HOT	2025 2030
6432 CE3281	906	MI1T	AW0731	Construct/Widen	I 95 / I 495 Toll Lanes	I 95	Baltimore Washington Parkway	1	1	8	8 + 4 ETL HOT	2025 2030
CE1182	907	MI1U	AW0731	Construct/Widen	I 95 / I 495 Toll Lanes	Baltimore Washington Parkway	Glenarden Parkway	1	1	8	8 + 4 ETL HOT	2025 2030
CE1182	908	MI1V	AW0731	Construct/Widen	I 95 / I 495 Toll Lanes	Glenarden Parkway	MD 202F	1	1	10	10 + 4 ETL HOT	2025 2030
CE1182	909	MI1W	AW0731	Construct/Widen	I 95 / I 495 Toll Lanes	MD 202F	Potomac River (not including Wilson Bridge)	1	1	8	8 + 4 ETL HOT	2025 2030
<b>Primary</b>												
3108	139	MP10A	PG2531	Reconstruct	US 1	College Avenue	MD 193	2	2	4	4	2023
CE1202	935 936	NRS	PG2531	Reconstruct	US 1	MD 193	I 95 / I 495	2	2	4	4	2030 2035
CE1200	370	MP9	CA4131	Widen	MD 2/4 Solomons Island Road	North of Stoakley Road/Hospital Drive	South of MD 765A (south junction) just south of Parkers Creek	2	2	4	6	2040— 2045
CE1200	913	NRS	CA4131	Construct	MD 2 / MD 4 Interchange	at Stoakley Road/Hospital Drive and at MD 765A (south junction)		2	5	4	6	2040 2045
CE2246	645	NRS		Reconstruct	MD 4 Interchange	at MD 235		2	2	2	2 4	2031
	127	MP2C	AT1981	Widen	MD 3 Robert Crain Highway	I595/US 50/US 301	Anne Arundel County Line	2	2	4	6	2035
CE1194	355	NRS	PG9171	Construct	MD 4	at Westphalia Road		2	5	4	6	2040
3547	393	NRS	PG6181	Construct	MD 4 Pennsylvania Avenue	at Suitland Parkway		5	5	4	4	2020
CE1194	933	NRS	PG9171	Construct	MD 4 Interchange	at Dower House Road		5	5	4	6	2040
CE1194	212	MP3A	PG9171	Widen	MD 4 Pennsylvania Avenue	I-95/I-495	MD 223	5	5	4	6	2040
CE1196 3469	440	NRS		Construct	MD 5	at Earnshaw/Burch Hill Roads		2	5	4	6	2030- 2035

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(highway)**

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PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
3469 CE1196	205	MP4F	PG3916	Widen/Upgrade	MD 5 Branch Avenue	US 301 at T.B.	North of I95 /I 495	2	5	4	6	2030 2035
	354	NRS	PG1751	Construct	MD 5	at MD 373 and Brandywine Road		2	5	4	6	2019
3469 CE1196	441	NRS		Construct	MD 5 Branch Avenue	at Surratts Road		2	5	4	6	2030 2035
CE3567	914	MP15B	FR1881	Construct/Widen	US 15	MD 26	North of Biggs Ford Road	5	5	4	6	2045 2040
CE3566	915	MP15A	FR1881	Construct/Widen	US 15	US 340 / South Jefferson Street	MD 26	5	5	4	6	2030
CE913	358	MP15	FR5711	Construct	US 15 Interchange	at Monocacy Blvd./Christophers Crossing		3	3	4	4	2019 2018 complete
3641 CE1197	211	NRS	MO891 1	Construct	US 29 Columbia Pike	at Musgrove/Fairland Road				6	6	2035
CE1197	551			Construct	US 29 Columbia Pike	at Tech Road / Industrial Road		5	5	6	6	2030
CE1197	552, 919, 918	MP19A MP19B MP19C		Construct	US 29 Columbia Pike Interchange	at Stewart Lane, Greencastle Road, & Blackburn Road		5	5	6	6	2045
	647	MP5e-NRS		Study	US 29 Columbia Pike	North of MD 650 New Hampshire Avenue	Howard County Line	5	5	6	6	2045
CE3425	941	NRS	PG0641	Reconstruct	US 50	District of Columbia line	I 95 / I 495	2	2	4	4	2035
CE1210	858	FP2B		Widen	MD 85	South of English Muffin Way	Crestwood Drive/Shockley Drive	2	2	2/4	4	2035
6483	391	FP2A	FR3881	Construct/Widen	MD 85 Buckeystown Pike	Crestwood Drive/Shockley Drive	Spectrum Drive	2	2	4	6	2022
CE1210	859	FP2C	FR3881	Construct/Widen	MD 85 Buckeystown Pike	Spectrum Drive	North of Grove Road	2	2	4	6	2035
CE1190	387	MP14	PG6191	Reconstruct	MD 202	at Brightseat Road		2	2	6	6	2045
	353	NRS	PG7001	Upgrade	MD 210	at Kerby Hill Road/Livingston Road		5	5	6	6	2021
4879	124	MP6D	PG2211	Upgrade	MD 210 Indian Head Highway	I-95/495	MD 228	2	5	6	6	2040
5527	384	MP18		Construct	US 301 Gov. Nice Bridge	Charles County, MD	King George County, VA	2	2	2	4	2023
CE1004	940	MP8E		Widen	US 301	Harry Nice Bridge	I-595 / US 50	2	5	4/6	6	2045
CE2239	939	NRS	CH2031	Reconstruct	US 301 Interchange	at MD 5 Business/MD 228		2	5	6	6	2030 2040
CF2239	938	NRS	CH2031	Reconstruct	US 301	at MD 5 (south junction)		2	5	6	6	2030 2035
CE1619	937	NRS		Construct	US 301 Interchange	at MD 197		5	5	6	6	2030 2035
<b>Secondary</b>												

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PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
3476 CE1462	206	MS2F	MO8861	Widen	MD 28 Norbeck Road	MD 97	MD 182	2	2	2	2-4	2045
3476 CE1462	925	NRS	MO8861	Reconstruct	MD 28 Norbeck Road	MD 182	Norwood Road	2	2	4	4	2045
3476 CE1462	926	NRS	MO8861	Reconstruct	MD 198	Norwood Road	MD 650	2	2	2	2	2045
3476 CE1462	927	NRS	MO8861	Reconstruct	MD 198	MD 650	Old Columbia Pike	2	2	2	2	2045
3476 CE1462	928	NRS	MO8861	Reconstruct	MD 198	Old Columbia Pike	US 29A	2	2	4	4	2045
3476 CE1462	929	NRS	MO8861	Reconstruct	MD 198	US 29A	I 95	2	2	4	4	2045
3106	137	MP12C	MO7461	Construct	MD 97 Brookeville Bypass	Gold Mine Road	North of Brookville	0	2	0	2	2021
CE2618	931	NRS	MO2241	Widen-Reconstruct	MD 97	MD 390	MD 192 / Forest Glen Road	2	2	6/7	<del>7/8</del> 6/7	2025 2030
CE1211	392	NRS	MO8521	Upgrade	MD 97 Georgia Avenue Interchange	at MD 28 Norbeck Road		2	2	6	6	2035
	135	NRS	MO8541	Upgrade	MD 97 Georgia Avenue Interchange	at Randolph Road		2	2	6	6	2018
CE1203	115	MS32		Widen-Reconstruct	MD 117 Clopper Road	I270	Metropolitan Grove Road	<del>2</del> 3	<del>2</del> 3	<del>2/4</del> 4	4	2030
CE1203	921	NRS		Reconstruct	MD 117 Clopper Road	Metropolitan Grove Road	West of Game Preserve Road	3	3	<del>2/4</del> 2	<del>2/4</del> 3	<del>2030</del> 2035
3057 CE1206	118	MS6B	MO632	Widen	MD 124 Woodfield Road	Midcounty Highway	South of Airpark Drive	3	3	2	6	2035
3057 CE1206	1	MS6D	MO6323	Widen	MD 124 Woodfield Road	North of Fieldcrest Road	Warfield Road	3	3	2	6	2035
CE2253	356	MS35	PG6911	Widen	MD 197 Collington Road	MD 450	Kenhill Drive	2	2	2	4	2025 2030

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								Fr	To	Fr	To	
CE2261	924	MS36A	FR5491	Construct/Widen	MD 180	Greenfield Drive	I 70 (west junction)	4	4	2	4	2030 2035
	857	MS36B	FR6781	Construct/Widen	<del>MD 180</del>	<del>I 70 (west junction)</del>	Ballenger Center Drive	4	4	2/4	4	2021
CE1204	359	MS10B	PG9491	Widen	MD 201 Edmonston Rd. / Old Baltimore Pike	Cherrywood Lane	Ammendale Way	3	3	2/3	4	2045
CE1204	965	MS10E	PG9491	Construct/Widen	MD 201 Extended (Cedarhurst Dr.)	Muirkirk Road	US 1	3	3	2	4	2045
CE2248	942	NRS	PG5811	Reconstruct	MD 223	MD 4	Steed Road	3	3	2	2	2045
CE1207	175	MS18D	PG6541	Widen	MD 450 Annapolis Road	Stonybrook Drive	west of MD 3	2	2	2	4	2020 2030
	516	same as MC15B	MO344 1	Construct	Montrose Parkway	Randolph Road	East of Parklawn Drive	0	2	0	4	2020
6384	152	BRAC nrs	MO593 1	Reconstruct	BRAC Intersection Improvements near the National Naval Medical Center, Bethesda			2	2			2020 complete
<b>Frederick County</b>												
<b>Secondary</b>												
	648	MS36C	FR5491	Widen/Upgrade	MD 180 Ballenger Creek Pike	Ballenger Center Drive	Corporate Drive	3	2	2	4	2020
	993	in FS3		Widen/Upgrade	Christopher's Crossing	Whittier Drive	Poole Jones Road	3	3	2	4	2024
	880	FS3		Expansion	Christopher's Crossing	Walter Martz Road	Thomas Johnson Drive	3	3	0 to 2	4	2020
	879	NRS		Construct	Christopher's Crossing	Shookstown Road	Rocky Springs Road	3	3	0	4	2026
	651	FS2a		Widen	Monocacy Boulevard	Schifferstadt Boulevard	Gas House Pike	3	3	2	4	2019
	691	NRS	F3	Construct	Spectrum Drive	Technology Way	MD 85 Buckeystown Pike	0	4	0	2	2030
<b>Montgomery County</b>												
<b>Secondary</b>												
3498	208	NRS		Construct	Burtonsville Access Road	MD 198 Spencerville Road	School Access Road in Burtonsville	0	4	0	2	2025
5944	597	NRS		Construct	Century Boulevard	Current terminus south of Oxbridge Tract	Intersection with future Dorsey Mill Road	0	3	0	4	2020 2013 Completed
CE1577	199	MC43		Construct	Dorsey Mill Road Bridge over I-270	Century Blvd.	Milestone Center Dr.	0	3	0	4	2020 2030
3049	112	MC7A		Widen	Goshen Road South	South of Girard Street	1000 feet north of Warfield Road	3	3	2	4	2025 2030
				Widen	Little Seneca Parkway	MD355	Observation Drive	3	3	2	4	2035

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								Fr	To	Fr	To	
CE1245	172	MC11A		Construct	M 83 MidCounty Highway Extended	MD 27 Ridge Road	Middlebrook Road	0	2	0	4-6	2025-2045
CE1245	204	MC11D	509337-4	Construct	M 83 Midcounty Highway Extended	Middlebrook Road	Montgomery Village Avenue	0	2	0	4-6	2025-2045
	113	MC12F		Widen	MD 118 Germantown Road Extended	MD 355	M 83 at Watkins Mill Road	2	2	3	4	2020
CE1229	161	MC14G		Widen	Middlebrook Road Ext.	MD 355	M 83	2	2	3	4	2025-2045
3703	214	MC15B		Construct	Montrose Parkway East	Eastern Limit of MD 355/Montrose Interchange	Veirs Mill Road/Parkland Road Intersection	0	2	0	4	2022-2045
				Construct	Extend Observation Drive	Waters Discovery Lane	West Old Baltimore Road	0	3	0	4	2035
				Construct	Extend Observation Drive	Little Seneca Parkway	Existing Observation Drive near Stringtown Road	0	3	0	2	2045
CE2912	428	NRS		Construct	Platt Ridge Drive Extended	Jones Bridge Road	Montrose Driveway			0	2	2018 Completed
CE1236	119	MC34		Widen	Snouffer School Road	MD 124 Woodfield Road	Centerway Road	3	3	2	4	2019-2021
<b>Urban</b>												
5985	421		501204-1	Construct	Executive Blvd Extended East	MD 355 Rockville Pike	New Nebel Street Extended			0	4	2020-2026
5985	422			Construct	Executive Blvd Extended West	MD 187 Old Georgetown Road	Marinelli Road			0	4	2020-2026
5986	424		501116-6	Construct	Hoya Street	Executive Blvd	Montrose Parkway			0	4	2020-2030
5986	425		501116-1	Construct	Main Street / Market Street	MD 187 Old Georgetown Road	MD 355 Rockville Pike			0	2	2020-2030
5986	423		501116-5	Construct	MD 187 Old Georgetown Road	MD 187 Old Georgetown Road	Nicholson Lane/Tilden Lane			0	6	2020-2030
<b>Prince George's County</b>												
<b>Secondary</b>												
6367	361	PGS3a		Widen	Addison Road	Walker Mill Road	MD 214 Central Avenue	3	3	2	4	2023-2026
6367	362	NRS		Reconstruct	Addison Road	Sherieff Road	MD 704	4	4	2	2	2025-2028
CE1270	386	PGS5		Construct	Allentown Road Relocated	MD 210 Indian Head Highway	Brinkley Road		3		4	2025-2028
CE1320	365	PGS73	PGS73	Widen	Ardwick-Ardmore Road	MD 704	91st Ave.	4	4	2	4	2025-2030
CE1272	388	PGS9a		Widen	Bowie Race Track Road	MD 450 Annapolis Road	Old Chapel Road Clearfield Road	4	4	2	4	2025-2024

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								Fr	To	Fr	To	
CE1272	389	PGS9b		Widen	Bowie Race Track Road	MD 197 Laurel-Bowie Road	Old Chapel Road	4	4	2	4	2025
CE1273	390	PGS10		Widen	Brandywine Road	Piscataway Road (north of)	Thrift Road	4	4	2	4	2020
CE1274	418	PGS12		Widen	Brinkley Road	MD 414 St. Barnabas Road	MD 337 Allentown Road	3	3	4	6	2020
CE1275	134	PGS13		Construct	Brooks Drive Extended	Marlboro Pike	Rollins Avenue	0	3	0	4	2020
CE1277	140	PGS16a		Construct	Campus Way North	Lake Arbor Way	south of Lottsford Road	0	4	0	4	2023
CE1277	138	PGS16b		Construct	Campus Way North Extended	south of Lottsford Road	Evarts Drive	0	4	0	4	2020
CE1278	141	PGS17		Widen	Cherry Hill Road	Powder Mill Road	Selman Road	3	3	2	4	2019 Complete
CE1279	142	PGS18		Widen	Church Road	Woodmore Road	Central Ave. (MD 214)	4	4	2	4	2021 2028
CE1280	144	PGS20b		Widen	Columbia Park Road	US 50	Cabin Branch Road	4	4	2	4	2020 2014 Complete
CE1280	143	PGS20a		Widen	Columbia Park Road	Cabin Branch Road	Columbia Terrace	4	4	2	4	2020
CE1281	145	PGS21a		Widen	Contee Road	US 1	MD 201 Virginia Manor Road	4	4	2	4	2018 Complete
CE1282	146	PGS22		Widen	Dangerfield Road	Cheltenham Avenue	MD 223 Woodyard Road	4	4	2	4	2020
CE1283	147	PGS24b		Widen	Dower House Road	Foxley Road	MD 4 Pennsylvania Avenue	4	4	2	6	2025
CE1283	155	PGS24a		Widen	Dower House Road	MD 223 Woodyard Road	Foxley Road	4	4	2	4	2025
CE1284	156	PGS25		Widen	Fisher Road	Brinkley Road	Holton Lane	4	4	2	4	2025
CE1285	157	NRS		Construct	Forbes Boulevard Extended	south of Amtrak	MD 193 Greenbelt Road	0	4	0	4	2020
CE1287	159	PGS29		Widen	Fort Washington Road	Riverview Road	MD 210 Indian Head Highway	4	4	2	4	2025
CE1288	160	PGS30b		Widen	Good Luck Road	Cipriano Road	MD 193 Greenbelt Road	4	4	2	4	2025

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								Fr	To	Fr	To	
CE1288	162	PGS30a		Widen	Good Luck Road	MD 201 Kenliworth Avenue (east of)	Cipriano Road	4	4	2	4	2025
3132	164	PGS34a		Widen	Hill Road	MD 214 Central Avenue Consideration Lane	MD 704 ML King Jr Highway	4	4	2	4	2018 complete
3132	163	PGS34B		Widen	Hill Road	Consideration Lane	MD 214 Central Avenue	4	4	2	4	2018 2028
CE1015	416	NRS		Construct	Iverson Street-Extended	Wheeler Road	19th Avenue	0	4	0	4	2018
CE3438	666	PGS35		Widen	Karen Boulevard	Walker Mill Road	MD 214 Central Avenue	4	4	2	4	2020
5806	165	PGS38b		Widen	Livingston Road	Piscataway Creek	Farmington Road	4	4	2	4	2020 2025
CE1291	417	PGS38a		Widen	Livingston Road	MD 210 Indian Head Highway at Eastover	Kerby Hill Rd.	4	3	2	4	2025 2028
	213	PGS40a		Widen	Lottsford Road	Archer Lane	MD 193 Enterprise Road	3	3	2	4	2021
		PGS40b		Reduce Capacity - bike lanes	Lottsford Road	MD 202 (Landover Rd.)	Largo Dr. West	3	3	6	4	2020
CE1292	166	PGS39b		Widen	Lottsford Vista Road	MD 704 ML King Jr Highway	Ardwick-Ardmore Road/Relocated	4	4	2	4	2020
CE1295	360	PGP4a		Construct	MD 193 Greenbelt Road	Baltimore-Washington Parkway (ramp to)		0	5	0	4	2025
CE1294	167	PGS42		Widen	MD 223 Woodyard Road	Rosaryville Road	Dower House Road	2	2	2	4	2020 2017 Complete
CE1294	2	PGS42C		Widen	MD 223 Woodyard Road Relocated	Piscataway Creek/Floral Park Road	MD 4 /Livingston Road	3	3	2	4	2017
CE1295	169	PGS44b		Widen	Metzerott Road	Adelphi Road	MD 193 University Boulevard	4	4	2	4	2020
CE1295	168	PGS44a		Widen	Metzerott Road	MD 650 New Hampshire Avenue	Adelphi Road	4	4	2	4	2020
CE1296	171	PGS46		Widen	Murkirk Road	US 1 Baltimore Avenue (west of)	Odell Road	4	4	2	4	2020

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								Fr	To	Fr	To	
CE1297	173	PGS47		Widen	Oak Grove and Leeland Roads	MD 193 Watkins Park Road	US 301 Robert Crain Highway	4	4	2	4	2020 2028
CE1298	174	PGS48		Widen	Old Alexandria Ferry Road	MD 223 Woodyard Road	MD 5 Branch Avenue	4	4	2	4	2025
CE1299	649	PGS50		Widen	Old Branch Avenue	MD 223 Piscataway Road (north of)	MD 337 Allentown Road	4	4	2	4	2020 2028
CE1533	395	PGS90		Construct	Old Fort Road Extended	MD 223 Piscataway Road	Old Fort Road	4	4	0	4	2020
	369	PGS51a		Widen	Old Gunpowder Road	Powder Mill Road	Greencastle Road	3	3	2	4	2018
CE1324	193	PGS81		Construct	Presidential Parkway	Suitland Parkway	Melwood Road	0	3	0	6	2025 2020 Complete
CE1301	150	NRS		Reconstruct	Rhode Island Avenue	MD 193	US Route 1	4	4	2	2	2025
CE1302	176	PGS56a		Widen	Ritchie Road/Forestville Road	Alberta Drive	MD 4 Pennsylvania Avenue	3	3	2	4	2020
CE2623	153	PGS55b		Widen	Ritchie-Marlboro Road	White House Road	Old Marlboro Pike	2	2	2	4	2020 2028
CE1303	177	PGS57		CE1197)	Rollins Avenue	MD 214 Central Avenue	Walker Mill Road	4	4	2	4	2020
CE1304	178	PGS58		Widen	Rosaryville Road	US 301	MD 223 Woodyard Road	3	3	2	4	2020
CE1305	179	PGS60B		Widen	Spine Road	MD 5 Branch Avenue / US 301	MD 381 Brandywine Road	3	3	2	4	2025 2020 Complete
CE1306	109	PGS61		Widen	Springfield Road	Lanham-Severn Road	Good Luck Road	4	4	2	4	2020
CE1307	122	PGP2		Construct	Suitland Parkway Interchange at	Rena/Forestville Roads		5	5			2025 2021 Complete
CE1309	181	PGPS63		Widen	Sunnyside Avenue	US 1	MD 201 Kenilworth Avenue	4	4	2	4	2022
CE1313	185	PGP5a		Construct	US 50 Columbia Park Road Ramp	wb ramp to Columbia Park Rd						2025 2014 Complete
CE1314	187	PGS67a		Widen	Van Dusen Road	Contee Road	MD 198 Sandy Springs Road	3	3	2	4	2020
CE1314	186	PGS67b		Construct	Van Dusen Road Interchange at	Contee Road						2025
	188	PGS68		Widen	Virginia Manor Road	Muirkirk Road	Old Gunpowder Road	4	4	2	4	2014
CE1316	429	PGS69a		Widen	Walker Mill Road	Silver Hill Road	I 95	3	3	2	4	2020 2028
CE2624	154	PGS91		Widen	Westphalia Road	MD 4 Pennsylvania Avenue	Ritchie-Marlboro Road	2	2	2	4	2020 2028
3166	189	PGS70		Widen	Wheeler Road	DC Limits	St. Barnabas Road	3	3	2	4	2018 complete
CE1318	437	PGS71		Widen	White House Road	Ritchie-Marlboro Road	MD 202 Large Landover Road	3	3	2	6	2020
CE1319	190	PGS72		Widen	Whitfield Chapel Road	CE1319	Ardwick-Ardmore Road	4	4	2	4	2020

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								Fr	To	Fr	To	
	436	PGS40b		Construct	Woodmore Road	MD 193 Enterprise Road	Church Road	3	3	2	4	2025
<b>Anne Arundel County</b>												
		AA14C		Widen	US 50 EB only	MD 70	MD 2 NB	1	1	6	7	2019
		AA14D		Widen	US 50	I-97	MD 2	1	1	6	8	2045
		AA15a		Widen	I-295	I-195	MD 100	1	1	4	6	2035
		AA3E		Widen	MD 2	US 50	I-695			4	6	2035
		AA4e		Widen	MD 3	MD 32	St. Stephen's Church Rd.	2	2	4	6	2025
		AA6e		Widen	MD 100	Howard Co. Line	I-97		5/1	4	6	2035
		AA8b		Widen	MD 175	MD 170	National Business Parkway		2	4	6	2025
		AA35		Widen	MD 177	MD 2	Lake Shore Dr.			2	4	2045
		AA30		Widen	MD 198	MD 32	BW Parkway	2	2	2	4	2030
				Widen	MD 214	MD 424	Shoreham Beach Dr.			2	4	2045
		AA34a		Widen	MD 713	MD 175	Stoney Run Dr.		2	2	4	2040
<b>Carroll County</b>												
		CA1B		Widen	MD 140	Sullivan Road	Market St.		1	4/6	8	2035
		NRS		reconstruct	MD 140 (w/ intchg @ MD-191)	Baltimore County Line	Kays Mill Rd.			4	4	2035
		CA2a		Widen	MD 26	MD 32	Liberty Reservoir			4	6	2035
		CA4A		widen	MD 32	MD 26	Howard County Line		2	2	4	2040
		CA5		Widen	MD 97	MD 140	Bachmans Valley Rd.		2	2	4	2035
<b>Howard County</b>												
		HW1b		Widen	I-70	US 29	MD 32	1	1	4	6	2035
		HW19		Widen	I-95 Peak period shoulder use	MD 32	MD 100	1	1	4	4+1	2035
		HW20		Widen	US 1	Howard/PG line	Howard/Balt. Co. line			4	6	2045
		HW10b		Widen	US 29 NB	Middle Patuxent River	Seneca Dr.		5	4	6	2030
		HW10F		Widen	US 29 NB	Seneca Dr.	MD 100	5	5	5	6	2017
		HW3c		Widen	MD 32	Cedar Lane	Anne Arundel County Line Brock Bridge Rd.		1	4/6	8	2045
		HW3B		Widen	MD 32	MD 108	I-70		2	2	4	2021
		HW3D		Widen	MD 32	I-70	Howard/ Carroll County Line River Rd			2	4	2045
		HW5F		Widen	MD 100	I-95	AA/Howard Line	1	1	4	6	2035
		HW6c		Widen	MD 108	Trotter Rd.	Guilford Rd.	2	2	2	4	2035
		HW7C		Widen	MD 175	Oceano Ave	Howard/AA Col Line			2	4	2045
		HW8b		Widen	MD 216	High School Access Rd.	Maple Lawn Blvd.		3	2	4	2015
		HW14c		Widen	Snowden River Parkway	Oakland Mills Road	Broken Land Parkway		3	4	6	2023
		NRS		Widen	Dorsey Run Rd.	MD 175	CSX RR spur			2	4	2021
		nrs		Widen	Guilford Rd.	US 1	Dorsey Run Road			2	4	2020

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								Fr	To	Fr	To	
<b>Calvert-St. Mary's MPO</b>												
CE2246	644	MP9B	C-SMMPO	Construct	Thomas Johnson Bridge replacement	over the Patuxent River		2	2	2	4	2031
		MP9C	C-SMMPO	Widen	MD 4 (in St. Mary's County)	Thomas Johnson Bridge	MD 235	2	2	2	4	2031
		nrs	C-SMMPO	Construct	MD 4/ MD 235 Interchange	in Lexington Park		2	2	--	--	2028
		MP9D	C-SMMPO	Widen	MD 4 (in Calvert County)	Thomas Johnson Bridge	Patuxent Point Parkway	2	2	2	4	2031
<b>VDOT</b>												
<b>Federal Lands</b>												
CE3061	433	FED3a		Construct	Manassas Battlefield Bypass	US 29 West of Centreville	East of Gainesville, via 234	0	1	0	4	2035 2040
CE3061	434	FED3b		Remove/Close	US 29 Lee Highway	Pageland Lane	Bridge over Bull Run	2	2	2/4	0	2035 2040
CE3061	435	FED3c		Remove/Close	VA 234 Sudley Road	Southern Park Boundary	Sudley Springs (north of park)			2	0	2030
<b>Interstate</b>												
CE1759	399	VI1AJ	81009	Construct	I 66 Vienna Metro Station bus ramp (duplicate project with ConID 759, below)	Transit Ramps- from EB & to WB	Saintsbury Dr. - Vaden Dr.	1	1	0	2	2021 2022
CE2096	271	VI1AF	78828	Reconstruct	I 66 WB Operational/Spot Improvements	Westmoreland Dr. / Washington Blvd Exit	Haycock Rd /Dulles Access Highway	1	1	3	4	2020 2016 complete

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								Fr	To	Fr	To	
CE2096	350	VI1AG	78827	Reconstruct	I 66 WB Operational/Spot Improvements	Lee Highway/Spout Run On-Ramp	Glebe Road Off-Ramp	1	1	2	3	2020 2022
CE3448	718	VI1Y	105500	Widen / Revise Operations	I-66		US 50	1	1	3 general purpose in each direction + 1 HOV in peak direction during peak period	3 general purpose + 1 Auxiliary + 2 HOT each direction	2021
CE3448	851	VI1Z	105500	Widen / Revise Operations	I-66	US 50	US 29 Centreville	1	1	4 general purpose in each direction off-peak, 3 general purpose + 1 HOV in peak direction during peak period	3 general purpose + 1 Auxiliary + 2 HOT in each direction (2 Aux per direction btwn VA 286 & VA 28 only)	2021

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**2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS  
(highway)**

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PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
CE3448	852	VI1ZA	105500	Widen / Revise Operations	I-66	US 29 Centreville	University Boulevard Ramps (new interchange for HOT only)	1	1	4 general purpose in each direction off-peak, 3 general purpose + 1 HOV in peak direction	3 general purpose + 2 HOT in each direction	2021
CE3448	852	VI1ZA1	105500	Widen / Revise Operations	I-66	VA 234 Bypass	University Blvd.	1	1	4 general purpose in each direction off-peak, 3 general purpose + 1 HOV in peak direction	3 general purpose+ 2 HOT in each direction (+1 Auxiliary each direction between)	2021
CE3448	853	VI1ZB	105500	Widen / Revise Operations	I-66	University Boulevard Ramps (new interchange for HOT only)	US 15 (1.2 miles west of)	1	1	4 general purpose in each direction off-peak, 3 general purpose +	3 general purpose+ 2 HOT in each direction (+1 Auxiliary)	2040
CE3484	740	VI1X	97586	Revise Operations	I-66	I-495	US 29 near Rosslyn	1	1	HOV 2 in peak direction during peak period	HOT 2 in peak direction during peak period	2017 complete
CE3484	862	VI1X1		Revise Operations	I-66	I-495	US 29 near Rosslyn	1	1	HOT 2 in peak direction during peak period	HOT 3 in peak direction during peak period	2021 2022

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## 2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

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PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
CE3484	863	V11X2		Revise Operations	I-66	I-495	US 29 near Rosslyn	1	1	HOT 3 in peak direction during peak period	HOT 3 in both directions during peak period	2040
CE3448	7221			Study	I-66 Revise Operations by 2024	I495	US 29 near Rosslyn			HOT 3 in peak direction during peak period	HOT 3 in both directions during peak period	not coded
CE3484	788	V11XB		Construct/Widen	I 66 Eastbound	VA 267 DTR	Washington Blvd. Off-Ramp	1	1	3	4	2020
CE3484	789	V11XC		Construct/Widen	I 66 Eastbound	Washington Blvd. Off-Ramp	North Fairfax Drive	1	1	2	3	2020
CE3484	786	V11XD		Construct/Widen	I 66 Westbound	Sycamore Street	Washington Blvd. On-Ramp	1	1	2	3	2040
CE3448	752	I66R31 I66R32 I66R34		Construct	I-66 Express Lanes Interchange Ramps	EB Expr to SB GP NB GP to WB Expr SB Expr to WB Expr EB Expr to NB GP SB GP to WB Expr	I-495 Interchange (Capital Beltway GP and Express Lanes)	0	1	0	1	2022
CE3448	753	I66R37		Construct	I-66 General Purpose Lanes Interchange Ramp	NB Expr to WB GP (modification of existing loop ramp)	I-495 Interchange (Capital Beltway GP and Express Lanes)	0	1	0	1	2022
CE3448	754			Relocate / Reconstruct	I-66 Interchange	Dual-lane loop ramp from NB I-495 GP to I-66 GP relocated to dual-lane flyover & existing ramp modified to NB I-495 GP to I-66 WB HOT	@ I-495	1	1	2	2	2022
CE3448	755			Reconstruct	I-66 Interchange	EB GP to SB GP WB GP to SB GP WB GP to SB Expr NB GP to EB GP SB GP to WB GP	@ I-495	1	1	—	—	2022
CE3448	756	I66R29		Construct	I-66 flyover ramp	EB general purpose to EB express lanes	.5 mile east of VA 243	0	1	0	1	2022
CE3448	757	NRS		Reconstruct	I-66 Interchange	Cloverleaf interchange converted to diverging diamond interchange	@ Nutley Street (VA 243)	1	1	—	—	2022
CE3448	759	I66R27 I66R28		Construct	I-66 Express Lanes Interchange Ramps (duplicate project with ConID 399, above)	EB off-ramp, WB on-ramp to/from I-66 Express lanes		1	1		Bus / HOV-3 / HOT from proposed Express Lanes	2022
CE3448	983	I66R43		Remove	I-66 ramp	remove existing EB on-ramp from Saintsbury Dr. at Vaden Dr.						2022

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(highway)**

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PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
CE3448	762	VI1YA		Reconstruct	I-66 Interchange	Reconfigured interchange to eliminate C-D roads & replacemodify EB to NB loop ramp with flyover& WB to SB flyover	@ Chain Bridge Road (VA 123)	1	1	—	—	2022
CE3448	763	I66R25 I66R26		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, EB off-ramp, WB on-ramp, WB off-ramp to/from I-66 Express Lanes	@ Chain Bridge Road (VA 123)	0	1	0	1	2022
CE3448	765	I66R23 I66R24		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Lee Jackson Mem Highway (US 50)	0	1	0	1	2022
CE3448	766	I66R62		Construct	I-66 Express Lanes Interchange ramps	EB Express Lanes on-ramp from NB US 50	@ Lee Jackson Mem Highway (US 50)	0	1	0	1	2040
CE3448	767	I66R19A I66R20A I66R21A I66R22A		Relocate / Reconstruct	I-66 Interchange	Reconfigure interchange with Express lanes ramps shifted to the north of I-66; ; Construct new EB off-ramp, WB on-ramp to/from I-66 Express lanes	@ Monument Drive (US 50)	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / HOT Movement s in both directions 24 hrs/day	2040
CE3448	768	I66R19 I66R20 I66R21 I66R22		Reconstruct / Revise Operations / Construct	I-66 Interchange	Conversion of existing HOV ramps to HOT; Construct new EB off-ramp, WB on-ramp to/from I-66 Express lanes	@ Monument Drive (US 50)	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / HOT Movement s in both directions 24 hrs/day	2022
CE3448	769	I66R17 I66R18		Revise Operations	I-66 Express Lanes Interchange Ramps	Existing reversible HOV ramp converted to HOT EB on ramp only, 24 hrs/day; Construct new flyover ramp for HOT WB off ramp from I-66 Express Lanes, operating 24 hrs/day  The existing reversible HOV ramp at Stringfellow Road will be expanded and converted to Express Lanes ramps providing access to and from the east using the Express Lanes. The new ramps will allow two-way traffic to and from the Express Lanes toward the Beltway 24 hours a day.	@ Stringfellow Road	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / HOT both directions 24 hrs / day	2022
CE3448	771	I66R16		Construct	I-66 flyover ramp	EB express lanes to EB general purpose	1.5 miles west of VA 286	0	1	0	1	2022

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PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
CE3448	772	I66R41		Construct	I-66 slip ramp	EB general purpose to EB express lanes	2.5 miles west of VA 286	0	1	0	1	2022
CE3448	773	I66R15		Construct	I-66 flyover ramp	WB express lanes to WB general purpose	1 mile west of VA 286	0	1	0	1	2022
CE3448	774	I66R42		Construct	I-66 slip ramp	WB general purpose to WB express lanes	2.0 miles west of VA 286	0	1	0	1	2022
CE3448	776	I66R11 I66R12 I66R13 I66R14 I66R40		Construct	I-66 Express Lanes Interchange Ramps	EB Expr to NB GP WB Expr to NB GP SB GP to EB Expr SB GP to WB Expr NB GP to EB Expr	Route 28 Interchange	0	1	0	1	2022
CE3448	781?	I66R61		Construct	I-66 Express Lanes Interchange ramps	SB HOV to WB Expr	Route 28 Interchange	0	1	0	1	2040
CE3448	917			Construct	I-66 flyover ramp	EB general purpose to EB Express Lanes	.65 miles east of VA Bus 234	0	1	0	1	2022
CE3448	920			Construct	I-66 flyover ramp	WB Express Lanes to WB general purpose	.65 miles east of VA Bus 235	0	1	0	1	2022
CE3448	778	I66R9 I66R10		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Balls Ford Road / Ashton Avenue Connector 1.25 mile west of VA Bus 234	0	1	0	1	2022
CE3448	779	I66R7 I66R8		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Cushing Road Park-Ride Lot .5 mile east of VA 234 Bypass	0	1	0	1	2040
CE3448	855	I66R38 I66R39		Construct	I-66 Express Lanes Interchange Ramps	EB off-ramp, WB on-ramp to/from I-66 Express lanes	@ VA 234 Bypass to/from south of I-66	0	1	0	1	2040
CE3448	781	I66R5 I66R6		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ University Boulevard .75 mile east of US 29	0	1	0	1	2022
CE3448	784	I66R1 I66R1A I66R2 I66R2A		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp & off-ramp, WB on-ramp & off-ramp to/from I-66 Express lanes	@ New connector road between Heathcote Boulevard and VA 55 approx .5 mile west of US 15	0	1	0	1	2040
CE3448	785	VSP49C		Construct	I-66 Express Lanes Access Connector Road	Heathcote Boulevard Extension	John Marshall Highway (VA 55)	0	1	0	1	2040
CE3179	444	VI2T		Widen	I 395 southbound	VA 236 Duke Street (north of)	VA 648 Edsall Road (south of)	1	1	3	4	2018 Complete
	854	VI2V		Widen/Revise Operations	I-395 reversible HOV lanes	Turkeycock Run	vicinity of Eads Street	1	1	2 reversible HOV 3+ lanes during peak periods	3 reversible HOT-3+ lanes operating nb in am and sb in pm	2019 complete

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(highway)**

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PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
				Revise Operations	I-395 Flyover Ramp South of Duke Street (NB)	I-395 NB GP lanes	I-395 HOV lanes	1	1	HOV-3+ in am peak period	HOT-3+ in morning hours	2019 complete
				Revise Operations	I-395 HOV nb on-ramp at Seminary	Seminary Road	I-395 HOV lanes	1	1	HOV-3+ in am peak period	HOT-3+ in morning hours	2019 complete
				Revise Operations	I-395 HOV sb off-ramp at Seminary	I-395 HOV lanes	Seminary Road	1	1	HOV-3+ in pm peak period	HOT-3+ in evening hours	2019 complete
				Revise Operations	I-395 HOV nb on-ramp at Shirlington Circle	Shirlington Circle	I-395 HOV lanes	1	1	HOV-3+ in am peak period	HOT-3+ in morning hours	2019 complete
				Revise Operations	I-395 HOV sb off-ramp at Shirlington Circle	I-395 HOV lanes	Shirlington Circle	1	1	HOV-3+ in pm peak period	HOT-3+ in evening hours	2019 complete
				Revise Operations	I-395 HOV sb off-ramp near Edsall Rd.	I-395 HOV lanes	I-395 SB GP lanes	1	1	HOV-3+ in pm peak period	HOT-3+ in evening hours	2019 complete
				Revise Operations	I-395 NB HOV Ramp to Washington Blvd.	I-395 NB HOV lanes	Washington Blvd. NB	1	1	HOV-3+ in am peak period	HOT-3+ in morning hours	2019 complete
				Revise Operations	I-395 SB HOV Ramp from Washington Blvd.	Washington Blvd. SB	I-395 SB HOV lanes	1	1	HOV-3+ in pm peak period	HOT-3+ in evening hours	2019 complete
				Revise Operations	I-395 HOV nb off ramp at Eads Street			1	1	HOV-3+ in am peak period	HOT-3+ in morning hours	2019 complete
				Revise Operations	I-395 sb HOV on-ramp at Eads Street			1	1	HOV-3+ in pm peak period	HOT3+ in evening hours	2019 complete
		VI2R47		Remove	I-395 HOV/HOT SB Slip Ramp to I-395 main lanes	Just south of Eads St		1	0	1	0	2019 complete
CE2147	270	VI2AC		Reconstruct	I 95 Interchange	VA 613 Van Dorn Street		1	1			2030
CE3556				Construct	I-95 HOT lanes ramp	.25 miles south of Russell Road (Exit 148)	Russell Road	0	1	0	1	2022

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								Fr	To	Fr	To	
CE3093	6	NRS		Reconstruct	Boundary Chanel Drive	Old Jefferson Davis Highway (off of I-395 Boundary Chanel Interchange)						2020 2022
CE2667	378	BRAC	BRAC0005	Construct	I 95 NB Off Ramp at Newington	I-95 NB	Fairfax County Parkway NB	1	1	0	1	2020
CE2668	8	BRAC0004 / V12ra		Construct	I 95 Reversible Ramp (Colocated w/ existing slip ramp from HOV to GP lanes)	I 95 HOV/BUS/HOT Lanes (Located N of Rte. 7100/I 95 I/C Phase II DAR)	EPG Southern Loop Road AM Only	0	1	0	1	2025
	16	V12r43a		Construct	I 95 HOV/Bus/HOT Ramp SB Gen Purpose Lanes to SB HOV/Bus/HOT lanes	Between Dumfries Rd. and Joplin Rd.		0	1	0	1	2018
	18	V12r45a		Construct	I 95 HOV/Bus/HOT Ramp NB HOV/Bus/HOT lanes to NB Gen Purpose Lanes	Between Joplin Rd. and Russell Rd.		0	1	0	1	2018
	969	V12X		Construct	I-95 Auxiliary Lane SB	VA 123	VA 294	1	1	0	1	2022
CE3697	1011	V12R48		Construct	I-95 Opitz Drive Reversible Ramp	I-95 Express Lanes at Opitz Drive	Opitz Drive	1	1	0	1	2022
CE3763				Study	I 95/I 495 Gap Study - Study HOT lanes, including potential ramp access at Van Dorn St. and US 1	East Side of Springfield Interchange	East of Wilson Bridge	1	1			not coded
CE3272	20	V14Iaux1		Widen	I 495 Capital Beltway NB Auxiliary Lane	North of Hemming Ave. Underpass	Braddock Road Off Ramp	1	1	4+2	5+2	2030
CE3272	21	V14Iaux2		Widen	I 495 Capital Beltway SB Auxiliary Lane	Braddock Road On Ramp	North of Hemming Ave. Underpass	1	1	4+2	5+2	2030
CE3272	22	V14Iaux3		Widen	I 495 Capital Beltway NB Auxiliary Lane	Braddock Road On Ramp	VA 236 Off Ramp	1	1	4+2	5+2	2030
CE3272	24	V14Iaux5		Widen	I 495 Capital Beltway NB Auxiliary Lane	VA 236 On Ramp	Gallows Road Off Ramp	1	1	4+2	5+2	2030
CE3272	25	V14Iaux6		Widen	I 495 Capital Beltway SB Auxiliary Lane	Gallows Road On Ramp	VA 236 Off Ramp	1	1	4+2	5+2	2030
CE3272	29	V14Iaux10		Widen	I 495 Capital Beltway NB Auxiliary Lane	US 50 On Ramp	I 66 Off Ramp	1	1	5+2	6+2	2030
CE3272	32	V14Iaux13		Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 7 On Ramp	I 66 Off Ramp to WB	1	1	4+2	5+2	2030
CE3272	35	V14Iaux16		Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 123 On Ramp	VA 7 Off Ramp	1	1	5+2	6+2	2030
CE3272	38	V14Iaux19		Widen	I 495 Capital Beltway NB Auxiliary Lane	VA 267 On Ramp	VA 193 Off Ramp	1	1	4+2	5+2	2030 2025
CE3272	39	V14Iaux20		Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 193 On Ramp	VA 267 Off Ramp	1	1	4+2	5+2	2030 2035

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								Fr	To	Fr	To	
CE2069	999	VI4IRMP1		Construct	I-495 Express Lanes On-Ramp	Dulles Connector Road WB	I-495 Express Lanes NB	0	1	0	1	2025
CE2069	1000	part of VI4KA		Construct	<del>I-495 Express Lanes (Shoulder Lane) - NB DIRECTION PEAK PERIODS ONLY</del>	<del>Dulles Connector WB On Ramp</del>	<del>GW Parkway Off Ramp</del>	0	1	0	1	2025
CE2069	1001	VI4IRMP2		Construct	I-495 NB Exchange Ramp	<del>Interstate Ramp - I-495 NB GP Lanes at Dulles Toll Road</del>	<del>I-495 NB GP Express Lanes at Dulles Toll Road</del>	0	1	0	1	2045
CE2069	1002	VI4IRMP3		Construct	I-495 SB Exchange Ramp	<del>Interstate Ramp - I-495 SB GP Express Lanes at Dulles Toll Road</del>	<del>I-495 SB Express GP Lanes at Dulles Toll Road</del>	0	1	0	1	2045
CE2069	40	VI4K		Construct	I 495 Capital Beltway HOT Lanes	American Legion Bridge	George Washington Parkway (south of) with access ramps	1	1	8	8+4	2025
CE2069	41	VI4KA		Construct	I 495 Capital Beltway HOT Lanes	George Washington Parkway (south of)	Old Dominion Drive (south of)	1	1	8	8+4	2025
CE3186	49	Part VI4IHOTa		Relocate	I 495 Capital Beltway Interchange Flyover Ramp (Phase 4)	EB Dulles Airport Access Highway to NB General Purpose	at VA 267 Dulles Toll Road	1	1	1	1	2030 2045
CE3186	519	Part VI4IHOTa		Construct	I 495 Capital Beltway Interchange (Phase IV)	Provide SB HOT to EB HOV	at VA 267 Dulles Toll Road	1	1			2030 2035
CE3186	519	Part VI4IHOTa		Construct	I 495 Capital Beltway Interchange (Phase IV)	Provide EB DTR to NB HOT	at VA 267 Dulles Toll Road	1	1			2030 2025
CE3186	517	Part VI4IHOTa		Widen	I 495 Capital Beltway Interchange Ramp (Phase III DTR)	Widen EB DTR ramp to 2 NB lanes	NB GP Lanes	1	1	1	2	2030 2045
CE3186	520	VI4Irm1		Construct	I 495 Capital Beltway Interchange Flyover Ramp (Phase 4)	I 495 Capital Beltway NB GP lanes	Dulles Airport Access Highway (DAAH) WB	0	1	0	1	2030 2045
CE3208	50	VI4IHOTb		Construct	I 495 Capital Beltway Interchange Ramp (Phase II, Ramp 3 DAAH)	I 495 Capital Beltway SB	Dulles Airport Access Highway WB	0	1	0	1	2020- 2035
CE3680	991	VP21G		Widen	Dulles Greenway - eastbound only	Toll Plaza	Dulles Toll Road	1	1	2	3	2019
				Widen	VA 267 Dulles Toll Road - eastbound only	Dulles Greenway	Centreville Rd. off-ramp	1	1	4	5	2019
CE3152	534	VP15E		Construct	VA 267 Dulles Toll Road Ramp	New Boone Boulevard Extension at Ashgrove		0	1	0	2	2037
CE3153	535	VP15B		Construct	VA 267 Dulles Toll Road Ramp	Greensboro Drive @ Tyco Road		0	1	0	2	2036
CE1965	236	MW1	MW1	Widen	Dulles Airport Access Road	Dulles Airport	VA 123	1	1	4	6	2030
<b>Primary</b>												
CE3291	549	VP1AH	90339	Widen	US 1 Richmond Highway	Fuller Road	Stafford County Line	2	2	4	6	2040
CE2594	631	VP1AD	90339	Widen	US 1 Fraley Blvd. (Town of Dumfries)	Brady's Hill Road	VA 234 Dumfries Road	2	2	4	6	2025
CE2594	632	VP1ADA		Widen	US 1 Richmond Highway	VA 234 Dumfries Road	Cardinal Drive/Neabsco Road	2	2	4	6	2030
CE3173	84	VP1AF	104303	Widen	US 1 Richmond Highway	Featherstone Road	Mary's Way	2	2	4	6	2022

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								Fr	To	Fr	To	
CE2161	239	VP1P	94102	Widen	US 1 Richmond Highway	Mary's Way	Annapolis Way	2	2	4	6	2019
CE2161	633	NRS	100938	Reconstruct	US 1 Richmond Highway	at VA 123 Gordon Boulevard (Interchange)						2028
CE2161	634	VSP63	100938	Construct	Belmont Bay Drive Extension	US 1 Jefferson Davis Highway	Heron's View Way			0	4	2025
CE3180	85	VP1AG		Widen	US 1 Richmond Highway	Annapolis Way	<del>Lorton Road</del> Pohick Road	2	2	4	6	2035
CE1942	322	VP1U		Widen	US 1 Richmond Highway	<del>VA 235 - North</del> Mt. Vernon Memorial Highway	<del>VA 235 - South</del> VA 626 Sherwood Hall Ln	2	2	4	6	<del>2025</del> 2028
CE3331	653	VP2P		Construct	VA 7 Interchange	At VA 690		2	2	0	4	2025
CE1870	86	VP2JA	16006	Widen	VA 7 Bypass	VA 7 West	US 15 South King Street South	5	1	4	6	2040
CE1870	299	VP2J	16006	Widen	VA 7 Bypass	US 15 South King Street	VA7/US 15 East	5	1	4	6	2040
CE2105	221	VP2M		Widen	VA 7	Reston Avenue	<del>West Approach to Bridge over Dulles Toll Road</del> Jarrett Valley Dr.	2	2	4	6	2025 2024
CE2105	628	VP2Lb		Widen	VA 7 Leesburg Pike	VA 123 Chain Bridge Road	I 495 Capital Beltway	2	2	6	8	2030
CE3161	87	VP2N		Widen	VA 7 Leesburg Pike	I 495	I 66	2	2	4	6	2030
CE2175	347	VP2B	TBD	Widen	VA 7	Seven Corners	Bailey's Crossroads	2	2	4	6	2030
CE3701	1022	NRS		Study	VA 7 Interchange	VA 123 Dolly Madison Road						2030
CE3327	682	NRS	105584	Construct	VA 7 Overpass at	George Washington Boulevard		0	4	0	4	2022 2024
CE2664	621	nrs	99481	Construct	VA 7 Interchange	at VA 659 Belmont Ridge Road		2	2	6	6	2017 2020 complete
CE3523	1023	NRS		Construct	US 15 Bypass / Battlefield Parkway Interchange			2	2	4	4	2035
CE3162	253	VP4EA		Widen	US 15 James Madison Highway	US 29 Lee Highway	Haymarket Drive	3	3	2	4	2040
CE3162		VP4EC		Widen	US 15 James Madison Highway Overpass	1200' S of RR tracks	1000' N. of RR tracks	3	3	2	4	2030
CE3738	881	VP4G		Widen	US 15	Battlefield Parkway	Montesor Road	2	2	2	4	2022 2026

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								Fr	To	Fr	To	
CE2045	88	VP6H		Widen	VA 28	Fauquier County Line	VA 652 Fitzwater Drive	3	3	2	4	2040
CE2045	309	VP6KA	105198	Widen	VA 28	VA 652 Fitzwater Drive	VA 215 Vint Hill Road	3	3	2	4	2019
CE2045	326	VP6MA	96721	Widen	VA 28	Godwin Drive	Manassas City limits	3	2	4	6	2019
CE2045	89	VP6K	105428	Widen	VA 28 Nokesville Road	Manassas City Limits	VA 619 Linton Hall Road	3	3	4	6	2022
CE1734	1037	VP6EDD		Convert	VA 28 PPTA Phase II- HOV	I-66	Westfields Blvd	5	5	8+ 2 aux	6 + 2aux + 2 HOV	2040
CE1734	873	VP6EDE		Convert	VA 28 PPTA Phase II- HOV	Westfields Blvd	Dulles Toll Road	5	5	8	6 + 2 HOV	2040
CE1734	310- 791	VP6EAA		Widen	VA 28 PPTA Phase II	I 66	Westfields Blvd	5	5	6	8+ 2 aux	2021
CE1734		VP6EAB		Widen	VA 28 PPTA Phase II	Westfields	US 50	5	5	6	8	2025
CE1734		VP6EBB		Widen	VA 28 PPTA Phase II	US 50	Sterling Blvd.	5	5	6	8	2016
CE1734	310	VP6ECC	106651	Widen	VA 28 PPTA Phase II	Sterling Blvd.	VA 7	5	5	6	8	2025
CE3181	656			Study	VA 28 Manassas Bypass /VA 411	VA 234 Godwin Drive/Route 234 on the western edge of the City of Manassas	I66 proposed interchange btwn Rt234 Business & Rt28 on I-66 Proposed Interchange					Not Coded
CE3479	737	VP6N	108720	Widen	VA 28 Centreville Road	US 29	Prince William County Line	2	2	4	6	2023
CE1865	995	VP6O		Construct	VA 28 Manassas Bypass	VA 234 Sudley Road	VA 28 Centreville Road	0	5	0	4	2025
CE3383	730		105482	Study	VA 28	US 29	Liberia Avenue					Not Coded
	620	VP7s		Widen	US 29 (add NB lane)	I 66	Entrance to Conway Robinson MSF	3	2	4	5	2030
CE1933	620	VP7s		Widen	US 29 (add NB lane)	Legato Raod	Shirley Gate/Waples Mill Rd.	3	2	4	5	2017- 2019 complete
CE1933	349	VP7AA		Widen	US 29	ECL City of Fairfax (vic. Nutley St.)	Espana Court	2	2	4	6	2025 2040
CE1933	625	VP7AB		Widen	US 29	Espana Court	I 495 Capital Beltway	2	2	4	6	2025 2040

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## 2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

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PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
CE3474	731	VP7T		Widen	US 29 Lee Highway	VA 659 Union Mill Road	Buckleys Gate Drive	2	2	4	6	2024
CE2182	319	VP8H		Widen	US 50	ECL City of Fairfax	Arlington County Line	2	2	4	6	2025 2035
CE3739	2500			Construct	US50 North Collector Road	Tall Cedars Parkway	VA 28/ Air and Space Museum	2	2	2	4	2029
	94	NRS		Construct	US 50 Interchange	VA 606 Loudoun County Parkway		2	2	6	6	2025
	657	NRS		Construct	US 50 Interchange	West Spine/Gum Springs Road		2	2	6	6	2035
	658	NRS		Construct	US 50 Interchange	South Riding Boulevard		2	2	6	6	2035
	659	NRS		Construct	US 50 Interchange	Tall Cedars Parkway		2	2	6	6	2035
CE3603	885	NRS		Upgrade/ Intersection	Route 50 & Everfield Drive			2	2	2	2	2022 2026
CE3694	997	VP16		Widen	VA 55	Route 29	Town of Haymarket Fayette St.			2	4	2028
CE1723	245	VP10G	100938	Widen	VA 123	US 1	Annapolis Way	2	2	4	6	2025
CE1784	235	VP10H		Widen	VA 123 Ox Road	Hooes Rd.	Fairfax Co. Parkway	2	2	4	6	2030
CE1784	337	VP10F	1784	Widen	VA 123 Ox Road	Fairfax Co. Parkway	Burke Center Parkway	2	2	4	6	2030
CE1856	300	VP10R		Widen	VA 123	Burke Center Parkway	Braddock Road	2	2	4	6	2030
	95	VP10S		Widen	VA 123	VA 677 Old Courthouse Road	VA 7 Leesburg Pike			4	6	2030
CE3376	595	VP10T		Widen	VA 123 Chain Bridge Road	VA 7 Leesburg Pike	I 495 Capital Beltway	2	2	6	8	2030
CE3698	1016	NRS		Upgrade	VA 123	I-495 Capital Beltway	VA 267 Dulles Access Road	2	2	6	6	2030
CE3698	1015	VP10U		Widen	VA 123	VA 267 Dulles Access Road	VA 634 Great Falls Street	2	2	4	6	2030
CE3371	590	VP24B		Widen	VA 215 Vint Hill Road	Kettle Run Drive	VA 1566 Sudley Manor Drive	4	4	2	4	2020
CE3641				Widen	VA 234 Sudley Road	Grant Road	Godwin Drive	2	2	2	3	2021
CE1897	286	VP12O	99482	Construct	VA 234 Bypass Extension North	VA 234 Bypass@I-66 (Prince Wm. Co.)	US 50 (Loudoun Co.)		5		4	2040
CE3177	678		105420/ T143	Construct	VA 234 Bypass Interchange	Balls Ford Road Relocated						2022
CE3178	660		T5665	Construct	VA 234 Bypass Interchange	Dumfries Road/Brentsville Road						2025 2024

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								Fr	To	Fr	To	
	739			Construct	VA 234 Byp-Prince William Parkway Interchange at	VA 840 University Boulevard						2030
CE3703		NRS		Construct	VA 234 Bypass Interchange	Clover Hill Road						2026
CE3467	727	NRS		Construct	VA 234 Prince William Parkway Interchange at	VA 1566 Sudley Manor Dr.						2030
CE1760	311	VP13A		Widen	VA 236	Pickett Road	I 395	2	2	4	6	2025 2035
CE2106	264	VSF25aa	57167	Convert	VA 286 Fairfax County Parkway HOV	VA 267 Dulles Toll Road	Sunrise Valley Drive	5	5	6	4+2	2035
CE2106	96	VSF25ea	57167	Widen	VA 286 Fairfax County Parkway	Sunrise Valley	West Ox Road Rugby Road	5	5	4	6	2035
CE2106	97	VSF25e	57167	Convert	VA 286 Fairfax County Parkway HOV	West Ox Road	US 50	5	5	6	4+2	2035
CE3702	1024	NRS	111725	Widen/Construct	VA 286 Fairfax County Parkway Interchange	VA 654 Pope's Head Road		2	2	4	6	2025 2024
CE2106	98	VSF25y		Upgrade	VA 286 Fairfax County Parkway HOV	US 50	VA 7735 Fair Lakes Parkway	2	5	6	4+2	2035
CE2106	101	VSF25z		Widen/Upgrade	VA 286 Fairfax County Parkway HOV	VA 7735 Fair Lakes Parkway	I 66	2	5	6	6+2	2035
CE2106	320	VSF25g		Widen	VA 286 Fairfax County Parkway	US 29	Rolling Rd. VA 123 Ox Road	5	5	4	6	2030
				Widen	VA 286 Fairfax County Parkway	VA 123	Sydenstricker Road	5	5	4	6	2030 2040
CE1833	304	VSF26		Construct	VA 289 Franconia-Springfield Parkway HOV	VA 286 Fairfax County Parkway	VA 2677 Frontier Drive	5	5	6	6+2	2025
CE1833	104	NRS		Construct	VA 289 Franconia-Springfield Parkway Interchange	Neuman Street		1	1			2035
CE1833	105	VSF26b		Upgrade	VA 289 Franconia-Springfield Parkway HOV	VA 638 Rolling Road	VA 617 Backlick Road	5	5	6	6+2	2025
	408	VSP23d		Widen	VA 294 Prince William County Parkway	VA 776 Liberia Avenue	VA 642 Hoadly Road	2	2	4	6	2040
CE3704	1028	NRS		Construct	VA 294 Prince William Parkway Intersection Improvements	VA 641 Old Bridge Road						2028
CE3705	1027	NRS		Construct	VA 294 Prince William Parkway Interchange	VA 640 Minnieville Road						2028

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PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
CE3151	106	VP15CD		Construct	Collector-Distributor Rd Westbound (parallels Dulles Toll Rd.)	Route 7 Leesburg Pike	VA 828 Wiehle Avenue	0		0	+1	2035 2037
CE3154	107	VP15CDE		Construct	Collector-Distributor Rd Eastbound (parallels Dulles Toll Rd.)	VA 828 Wiehle Avenue	Route 7 Leesburg Pike	0		0	+1	2035 2036
CE3154	1033	VP15CD2		Construct	Collector-Distributor Rd Westbound (parallels Dulles Toll Rd.)	Route 7 Leesburg Pike	Spring Hill Rd.			0	+2	2035
CE3151		VP15CDE2		Construct	Collector-Distributor Rd Eastbound (parallels Dulles Toll Rd.)	Spring Hill Rd.	Route 7 Leesburg Pike			0	+2	2035
<b>Urban</b>												
CE2139	313	VU28B	100518	Construct	Battlefield Parkway	US 15 south of Leesburg	Dulles Greenway	0	2	0	4	2020
CE3222	52	VU30F	50100	Widen/Reconstruct	East Elden Street	Monroe Street	Fairfax County Parkway	3	2	4	6	2020 2026
CE1783	328	VU52	77378	Widen	Eisenhower Avenue	Mill Road	Holland Lane	3	3	4	6	2019 2023
CE3300	553	VU55	106976	Widen	Evergreen Mills Road	US 15 S. King Street	South City Limits of Leesburg	4	4	2	4	2022 2021 Complete
CE3286	681	VU56		Construct	Farrington Avenue	Van Dorn Street at Eisenhower Avenue	Edsall Road	0	4	0	2	2035 2034
CE1952	267	VU10B	105521	Widen/Reconstruct	Spring Street	Herndon Parkway (East)/Spring Street	Fairfax County Parkway Interchange	3	2	4	6	2021 2024
CE2073	232	VU33	102895	Widen	Sycolin Road	VA7/US 15 Bypass	SCL of Leesburg	4	4	2	4	2020 2027
CE2671	382	NRS	89890/L EES0001	Construct	US 15 Bypass Interchange	At Fort Evans Road and Edwards Ferry Road		5	2	4	4	2025
CE2020	290	VU45	15960 (PE & RW Only)	Widen	VA 234 Dumfries Road Business	South Corporate Limits	Hastings Drive	3	3	2	4	2040
CE3375	594	NRS		Reconstruct	VA 234 Grant Avenue	Lee Avenue	Wellington Road	3	3	4	2	2020
CE3174	53	nrs	8645	Construct	Intersection Improvement	King Street	Beauregard Street					2018 2025
CE3175	54	nrs		Construct	Ellipse	Seminary Road	Beauregard Street					2020- 2028
CE3166	56	NRS	104328 and 106986	Reconstruct	Herndon Parkway (East): Transit Drop-off/Pick-Up Access to Herndon Metrorail Station	East of Rte 666/Van Buren Street (at 593 Herndon Parkway)	West of Rte 675 / Spring Street (at 575 Herndon Parkway)	2	2	4	4	2018 2023
	725	NRS	89889	Reconstruct	Herndon Parkway/Van Buren Street (south) intersection	Herndon Parkway/Van Buren Street (south)	Worldgate Drive/Van Buren Street (south)	2	2	4	4	2019 2022
CE3441	687	NRS	76408	Reconstruct	VA 17 Intersection Improvements in Warrenton	South of Frost Ave.	South of Winchester St.					2021
<b>Secondary</b>												
<b>Arlington County</b>												
CE2830	411	AR17a		Widen	Washington Boulevard	Wilson	Kirkwood	3	3	3	4	2019 2022

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								Fr	To	Fr	To	
CE3657	951	NRS		Construct	12th Street South	VA-120 (South Glebe Rd.)	South Monroe St	4	4	0	2	2019 2024
CE3677	987	AR30		Convert to 2-way	27th Street South	US-1	Crystal Drive	4	4	4	4	2019
CE3678	988	AR31		Demolish	South Clark Street	12th Street South	20th Street South	4	0	2	0	2019
<b>Fairfax County</b>												
CE1849	336	FFX2a		Widen	VA 602 Reston Pkwy.	VA 5320 Sunrise Valley Dr.	VA 606 Baron Cameron Avenue Sunset Hills Road	3	3	4	6	2020 2040
		FFX2c		Widen	VA 602 Reston Pkwy.	Sunset Hills Road	New Dominion Parkway	3	3	4	6	Complete
CE1849	4041	FFX2b		Widen	VA 602 Reston Pkwy.	New Dominion Parkway	VA 606 Baron Cameron Avenue	3	3	4	6	2040
CE3475	732	VSF44		Widen	VA 608 Frying Pan Road	VA 28 Sulley Road	VA 657 Centreville Road	3	3	2	4	2025 2030
CE2186	218	VSF4ca		Widen	VA 611 Telegraph Road	Leaf Road North	VA 635 Hayfield Road	3	3	2	4	2025 2040
CE2186	298	VSF4i		Widen	VA 611 Telegraph Road	VA 635 Hayfield Road	VA 613 (Van Dorn St.)	3	3	2	4	2025 2040
CE2186	62	VSF4h	11012	Widen	VA 611 Telegraph Road	VA 613 S. Van Dorn	VA 644 Franconia Road	3	3	2	3	2025 2040
CE3275	63	VSF15b		Construct	VA 613 Van Dorn Interchange	VA 644 Franconia Road		0	0	0	0	2025 2035
CE2158	301	VSF8g		Widen	VA 620 Braddock Road	VA 286 Fairfax County Parkway	VA 123 Ox Road	3	3	4	6	2025 2040
CE3731	2484	VSF8K		Widen	VA 620 Braddock Road	Paul VI Eastern Entrance	Loudoun County Parkway	3	3	2	4	2028
CE2206	334	VSF8j		Construct/Widen	VA 620 New Braddock Rd.	VA 28	US 29 @ VA 662 (Stone Rd.)	0/4	3	0/2	4	2025
CE3478	736	VSF45		Widen	VA 636 Hooes Road	VA 286 Fairfax County Parkway	VA 600 Silverbrook Road	3	3	2	4	2025
CE1936	302	VSF10a		Widen	VA 638 Rolling Road	VA 286 Fairfax County Parkway Viola St.	VA 644 Old Keene Mill Road	3	3	2	4	2025 2026
CE3301	586	VSF10E	102905	Widen	VA 638 Rolling Road	Rt 5297 DeLong Drive	Fullerton Drive Virginia Dr.	3	3	2	4	2022 2035
CE2645	377	VSF10c	16505	Widen	VA 638 Pohick Road	VA 1	I 95	3	3	2	4	2025

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								Fr	To	Fr	To	
CE1859	217	FFX11a		Widen	VA 645 Stringfellow Road	US 50	VA 286 Fairfax County Parkway	3	3	2	4	2030 2040
	64	VSF37a		Widen	VA 650 Gallows Road	VA 7 Leesburg Pike	VA 699 Prosperity Ave.	2	2	4	6	2038
CE2833	65	VSF33a		Widen	VA 651 Guinea Road	VA 6197 Roberts Parkway	VA 4807 Pommeroy Drive	3	3	2	4	2025 2040
CE1748	255	FFX12a		Construct	VA 651 New Guinea Road	VA 123 Ox Road	Roberts Road	0	3	0	4	2025 2040
CE3442	688	VSF17b		Construct	VA 655 Shirley Gate Road	VA 286 Fairfax County Parkway	VA 620 Braddock Road	0	3	0	4	2030
	346	VSF18C	74749	Widen	VA 657 Centreville Road	VA 8390 Metrotech Dr.	VA 668 McLearn Road	3	3	4	6	2040
CE3150	66	NRS		Construct	Boone Boulevard Extension	VA 123 Chain Bridge Road	Ashgrove Lane			0	4	2036
CE3460	724	VSF46		Construct	VA 2677 Frontier Drive	Franconia-Springfield Transportation Center	VA 789 Loisdale Road	0	4	0	4	2024 2030
CE3155	69	NRS		Construct	Greensboro Drive WB	Spring Hill Road	Tyco Road	0	4	0	2	2034
CE3158	68	VSF43		Widen	Magarity Road	VA 7 Leesburg Pike	VA 694 Great Falls Street			2	4	2037
CE3157	67	NRS		Construct	New Bridge/Road Crossing- bike ped only	Tysons Corner Center Ring Road	Old Meadow Road			0	0	2036 2022
CE3609	882	VSF48		Construct	Rock Hill Road Overpass Davis Dr. Bridge	VA 5320 (Sunrise Valley Dr.)	VA 209 (Innovation Avenue)	0	4	0	4	2030
CE3450	722	VSF49		Construct	Soapstone Drive 4-Lane Overpass	Sunrise Valley Drive	Sunset Hills Road	0	4	0	4	2027
CE3699	1017	VSF50		Construct	Town Center Parkway Underpass of Dulles Toll Road	VA 5320 Sunrise Valley Dr.	VA 675 Sunset Hills Road	0	4	0	4	2030
CE3060	442	VSF41	103907	Construct/Widen	VA 8102 Scotts Crossing Rd	VA 123 Dolly Madison Blvd	Jones Branch Dr			0/2	4	2018
CE3759	4080			Construct	Worldgate Drive Extension	Van Buren Street	Herndon Parkway	0	3	0	4	2030
<b>Loudoun County</b>												
CE3355	661	NRS		Construct	VA 606 Ramp	VA 606 Eastbound	VA 789 Lockridge Road Northbound			0	2	2020
	330	VSL1B	97529, 105064	Widen/Upgrade	VA 606/607 Old Ox Rd/Loudoun County Parkway	VA 634 Moran Rd	VA 621 Evergreen Mills Rd	4	3	2	4	2018
CE3315	566	VSL10E		Widen	VA 607 Loudoun County Parkway	US 50	VA 606 at new Arcola Blvd.	3	3	4	6	2030

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								Fr	To	Fr	To	
	275	VSL10bb		Widen/Upgrade	VA 607 Loudoun County Parkway	W&OD Trail	Redskin Park Drive	4	3	4	6	2025
CE3736	2493	VSL10F		Widen	VA 607 Loudoun County Parkway	Shellhorn Road	Ryan Road	3	3	4	6	2022
CE3604	890	VSL2C		Widen	VA 620 Braddock Rd	VA 659	Fairfax County Line	3	3	2	4	2025
CE3605	889	VSL2D		Widen	VA 620 Braddock Rd	VA 659	Royal Hunter Drive	4	4	2	4	2025
CE3606	884	NRS		Reconstruct	VA 620 Braddock Road	Braddock Road	Summerall/Supreme	4	4	2	2	<del>2020</del> 2022
CE3601	887	NRS		ReAlign Intersections	VA 621 Evergreen Mills Rd	Watson Road	Reservoir Road	3	3	2	2	<del>2020</del> 2024
CE3311	<del>578</del> 580	VSL62		Widen	VA 621 Evergreen Mills Road (Eastern Segment)	<del>VA 607 Loudoun County Parkway</del> Northstar Boulevard	<del>VA 659 Belmont Ridge Road</del> Stone Springs Boulevard	4	4	2	4	2025
CE3312	<del>578</del> 580			Construct	VA 621 Evergreen Mills Road (Western Segment)	VA 842 Arcola Boulevard	VA 659 Belmont Ridge Road	4	4	2	4	2025
CE3333	683	NRS		Construct	VA 625 Waxpool Road/ VA 607 Loudoun County Parkway Interchange Improvements	Loudoun County Parkway	Waxpool Road	3	3	4	4	<del>2019</del> 2024
CE3443	689	VSL54	106996	Widen	VA 640 Farmwell Road	VA 1950 Smith Switch Road	VA 641 Ashburn Road	4	4	4	6	<del>2020</del> 2022
CE2209	335	VSL45	VSL45	Widen Study	VA 643	Leesburg Town Limits	Crosstrails Boulevard	3	3	2	4	<del>2035</del> not coded
CE3502	827	VSL65		Construct	VA 643 Shellhorn Extended	VA 606 Loudoun County Parkway	VA 634 Moran Road	0	4	0	4	<del>2020</del> 2023
CE3499	825	VSL64		Construct	VA 645 Westwind Blvd Drive Extended	VA 607 Loudoun County Parkway	VA 606 Old Ox Rd.	0	4	0	4	<del>2020</del> 2026
CE3734	2489	VSL68		Widen	VA 645 Croson Ln.	Clairborn Parkway	Old Ryan Road			2	4	2027
CE1897	72	VSL4ac	76244 & 99481	Widen	VA 659 Belmont Ridge Road	VA 7 Leesburg Pike	VA 267 Dulles Greenway	4	3	2	4	2018
CE1897	746	VSL4AD		Widen/Upgrade	VA 659 Belmont Ridge Road	VA 645 Croson Lane	VA 267 Dulles Greenway	4	3	2	4	<del>2025</del> 2023
CE1897	2523	VSL4G		Widen	VA 659 Belmont Ridge Road	Arcola Mills Drive	Shreveport Drive			2	4	2028
CE1818	297	VSL4f		Widen	VA 659 Gum Spring Rd.	Prince William County Line	VA 620 Braddock Road	4	4	2	4	2035

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								Fr	To	Fr	To	
CE3306 CE3307	573 574 575	VSL61		Construct	VA 842 Arcola Boulevard (Southern Segment)	US 50	VA 607 Loudoun County Parkway	0	4	0	4	2022
CE3067	76	VSL40F	102858	Construct	VA 901 Clairborne Parkway	VA 645 Croson Lane	VA 772 Ryan Road	0	4	0	4	2019
CE3309	576	VSL63		Construct	VA 774 Creighton Road (completion of eastern end)	VA 659 Belmont Ridge Road Northstar Boulevard	VA 621 Evergreen Mills Road	0	4	0	4	2025 2020
CE3323	641	VSL58		Construct	Ashburn Silver Line Station Connector Bridge	VA 267 Dulles Greenway	Ashburn Silver Line Station	4	4	0	4	2019 Complete
CE3734	883	VSL66		Widen	Croson Ln	Clairborn	Mooreview Pkwy	4	4	2	4	2025
	577	VSL56		Construct	Crosstrail Boulevard	VA 625 Sycolin Road	Kincaid Boulevard	0	4	0	4	2019 Complete
CE3735	2491	VSL56A		Construct	Crosstrail Boulevard	VA 625 Sycolin Road	Dulles Greenway	0	4	0	4	2026
	662	NRS	69870	Construct	VA 868 Davis Drive	VA 606 Old Ox Road	VA 846 Sterling Boulevard	0	4	0	4	2025
CE3313 & CE3314	564 & 565	VSL67A		Construct	Dulles West Blvd. Phase I & Phase II	Dulles Landing Drive VA 607 Loudoun County Parkway	Arcola Blvd	0	4	0	4	2022
CE2582	1031	VSL67B		Construct	Dulles West Blvd. Phase III	Arcola Blvd	Northstar Dr.	0	4	0	4	2025
	888	NRS		Reconstruct	Elk Lick Rd Intersections	US 50	Tall Cedars Pkwy	4	4	2	2	2020
CE3602	886	NRS		Construct	Moorefield Boulevard	Mooreview Parkway	Moorefield Station	0	4	0	3	2020
CE3316	568	VSL57		Construct	VA 2298 Mooreview Parkway (Missing Link)	VA 2773 Amberleigh Farm Drive	VA 772 Old Ryan Road	0	4	0	4	2019
CE3318	570	VP12R	106994	Construct	VA 3171 Northstar Boulevard (Missing Link #79)	Shreveport Drive	US 50	0	3	0	4	2022
CE3737	2495	VP12S		Construct	VA 3171 Northstar Boulevard	Tall Cedars Parkway	Braddock Road	0	3	0	4	2028

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								Fr	To	Fr	To	
CE3320	572	VSL59		Construct	VA 1071 Prentice Drive (Western Segment)	VA 607 Loudoun County Parkway	Loudoun Station Drive	0	4	0	4	2019 2026
CE3321	556	VSL59		Construct	VA 1071 Prentice Drive Eastern Segment	VA 789 Lockridge Road	VA 607 Loudoun County Parkway	0	4	0	4	2019 2026
CE3501	826	VSL48B		Construct	VA 2401 Riverside Parkway	VA 607 Loudoun County Parkway	VA 2020 Ashburn Village Boulevard Extension	0	4	0	4	2018 2022
CE3324	559	VSL49B		Construct	VA 1061 Russell Branch Parkway (Western Segment)	VA 659 Belmont Ridge Road	Tournament Parkway	0	4	0	4	2017 2024
CE3326	563	VSL55A		Construct	Shreveport Drive (Western Segment) - Evergreen Mills Road	VA 621 Evergreen Mills Road	VA 659 Belmont Ridge Road	0	4	0	4	2025 2021 Completed
CE3329	562	VSL60	105783	Construct	VA 846 Sterling Boulevard Extension	VA 1036 Pacific Boulevard	VA 634 Moran Road	0	4	0	4	2025
CE3332	555		87106	Widen	VA 2119 Waxpool Road	VA 2070 Demott Road	VA 2020 Ashburn Village Boulevard	4	4	2	4	2018
<b>Prince William County</b>												
CE3187	82	VSP2i	92999	Widen	VA 619 Fuller Road	US 1	VA 619 Fuller Heights Road Relocated			2	4	2025
CE3693	996	VSP3D		Widen	VA 621 Devlin Road	Linton Hall Road	Wellington Road			2	4	2028
CE2357	79	VSP3b	80347	Widen/Upgrade	VA 621 Balls Ford Road	Sudley Rd	Doane Drive	4	3	2	4	2022
CE2357	690	VSP64			VA 621 Balls Ford Road Relocated	Doane Drive	Devlin Road	0	3	0	4	2022
CE3372	591	VSP66		Construct	VA 627 Van Buren Road	VA 234 Dumfries Road	VA 610 Cardinal Drive	0	4	0	4	2040
CE3374	593	VSP65		Widen	VA 638 Neabsco Mills Road	US 1 Jefferson Davis Highway	Smoke Ct.			2	4	2023
	376	VSP5e	103484	Widen	VA 640 Minnieville Road	VA 643 Spriggs Road	VA 234 Dumfries Road	3	3	2	4	2018
CE3695	998	VSP17C		Widen	VA 674 Wellington Road	University Boulevard	VA 621 Devlin Road/Balls Ford Road	3	3	2	4	2028
CE2145	646 581	VSP17ba		Widen	VA 674 Wellington Road	VA 621 Devlin Road/Balls Ford Road	VA 234 Prince William Parkway Bypass	3	3	2	4	2025
CE2145	338 589	VSP17b		Widen	VA 674 Wellington Road	VA 234 Bypass Prince William Parkway	VA 668 Rixlew Lane	3	3	2	4	2035
CE1754	308	VSP18	VSP18	Widen	VA 676 Catharpin Rd.	VA 55 John Marshall Highway	Heathcote Blvd.	3	3	2	4	2040 2020
CE3753	4600			Construct	Annapolis Way Extension	VA 123 Commuter Lot Entrance	Current termini west of Marina Way			0	2	2028

NOTE: Shaded areas represent changes from the 2020 Amendment to Visualize 2045. Pink shading indicates technical corrections since the beginning of the comment period.

**2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS  
(highway)**

DRAFT 5/12/2021

PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
CE3754	3520			Study	HOV lanes on Dale Blvd/PW Pkwy/Minnieville Rd	Dale Blvd / PW Pkwy / Minnieville Rd						not coded
CE3756	3580			Construct	Horner Road	VA 123 Gordon Blvd	Annapolis Way	0	4	0	2	2030
CE2876	4123			Widen	Liberia Avenue	VA 28	Richmond Avenue			4	6	2025
CE1985	401	NRS		Construct	McGraws Corner Dr. / Thoroughfare Rd.	US 29 Lee Highway @ Virginia Oaks Dr.	US 15 @ Thoroughfare Dr.	0	4	0	4	2040
CE1921	219	VSP25b	104802	Widen	VA 1781 New Telegraph Road/Summit School Road	Horner Road/Park'n'Ride Lot Access	VA 2190 Summit School Road Extension	4	4	2	4	2025
CE3480	745	NRS		Construct	VA 234 Potomac Shores Parkway	US 1 Jefferson Davis Highway	VA 4700 River Heritage Boulevard	0	4	0	4	2020
CE2008	325	VSP20C	VSP20c	Widen/Upgrade	VA 1392 Rippon Boulevard Extension	West of Wigeon Way	Rippon VRE Station	4	3	2	4	2040 2030
CE3482	743	NRS		Widen	VA 4700 River Heritage Boulevard	VA 234 Potomac Shores Parkway	Dominica Drive	4	4	2	4	2020
CE3481	744	NRS		Construct	VA 4700 River Heritage Boulevard	Dominica Drive	VA 234 Potomac Shores Parkway	0	4	0	2	2020
CE3293	642	VSP62a		Construct	Rollins Ford Road	Wellington Road	Linton Hall Road	0	3	0	4	2040
	643	VSP67	104802	Construct	VA 2190 Summit School Road Extension	Telegraph Road	VA 2190 Summit School Road (south end of existing)	4	4	2	4	2025
CE1837	257	VSP25c		Widen	VA 1781 Telegraph Rd.	VA 294 (Prince William Pkwy)	VA 849 (Caton Hill Rd.) - Horner Road Park-n-Ride Lot Access	4	4	2	4	2025
CE3755	3560			Construct	Thorough Blvd.	VA 640 Minnieville Road	Elm Farm Road			0	2	2030
	83	VSP47e		Construct	University Boulevard	Sudley Manor Drive	Wellington Rd/Progress Ct.	0	3	0	4	2035
CE2176	904			Construct	Williamson Blvd	Sudley Manor Drive	Portsmouth Road			0	4	2030
<b>FAMPO</b>												
		VI2RFA		Construct/revise operations	I-95 :HOV/Bus/HOT Lanes- single reversible lane	north of Garrisonville Road (south of Aquia Creek) at flyover	south of Garrisonville Road	1	1	0	1	2018
		VI2RFB		Construct	I 95 : HOV / Bus / HOT Lanes: Southbound Ramp	South of Garrisonville Road	SB HOT Lanes to SB GP Lanes	1	1	0	1	2018
		VI2RFC		Construct	I 95 : HOV / Bus / HOT Lanes: Northbound Ramp	South of Garrisonville Road	NB GP Lanes to NB HOT Lanes	1	1	0	1	2018
		VI2rf		Construct	I 95 : HOV / Bus / HOT Lanes	Rte. 610 (Garrisonville Rd. ) in Stafford County	VA 17 Warrenton Rd. (exit 133)	1	1	0	2	2022
				Study	I 95 : HOV / Bus / HOT Lanes	VA 17 Warrenton Road (exit 133)	VA 17 in Spotsylvania County (exit 126)	1	1	0	2	not coded
				Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Telegraph Road (North of Aquia Creek)	SB GP Lanes to SB HOT Lanes	1	1	0	1	2022
				Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Telegraph Road (North of Aquia Creek)	NB HOT Lanes to NB GP Lanes	1	1	0	1	2022
				Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	North of Garrisonville Road (south of Aquia Creek)	NB GP Lanes to NB HOT Lanes	1	1	0	1	2022
		VI2RFD		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	At Courthouse Rd.	NB AM on-ramp	1	1	0	1	2022
		VI2RFE		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	at Courthouse Rd.	SB PM off-ramp	1	1	0	1	2022

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**2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS  
(highway)**

DRAFT 5/12/2021

PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
		FAI1F		Widen	I-95 northbound	Exit 126 (US 1/VA17)	Exit 130 (VA 3 Plank Rd.)	1	1	3	4	2035
		FAI1G		Construct	I-95 northbound 3 lane collector distributor road	Exit 130 (VA 3 Plank Rd.)	Exit 133 (VA 17 Warrenton Rd.)	1	1	3	6	2025
		FAI1H		Widen	I-95 northbound	Exit 133 (VA 17 Warrenton Rd.)	Exit 136 (Centerport Parkway)	1	1	3	4	2045
		FAI1HA		Construct	I-95 4th auxiliary lane	Exit 133 (VA 17 Warrenton Rd.)	Exit 136 (Centerport Parkway)	1	1	X	X+1	2045
		FAI1J		Widen	I-95 southbound	Exit 130	Exit 126 (US 1/VA17)	1	1	3	4	2035
		FAI1K		Construct	I-95 southbound	1.3 miles south of Exit 130	.3 miles north of Truslow Rd	1	1	x	x+3cd	2025
		FAS22A		Widen	VA-3 (William St)	Gateway Blvd.	William St./Blue Gray Parkway			4	6	2030
		FAS22		Widen	VA 3 (Spotsylvania)	Chewing Lane	VA 627 (Gordon Rd.)	2	2	4	6	2013
		FAP6E		Widen	Tidewater Trail 17 Business/VA 2	US Beulah Salisburty Dr.	US 17 Bypass (Mills Dr.)	2	2	2	4	2035
		FAP6		Widen	US 17	US 1	Hospital Blvd.	2	2		4	2025
		FAP6C		Widen	US 17 (Warrenton Rd.)	McLane Drive	Stafford Lakes Parkway	2	2	4	6	2020
		FAP7A		Widen	VA 218 (Butler Rd.)	Carter St.	Castle Rock Dr.	4	4	2	4	2045
<b>Fredericksburg</b>												
				Construct	Carl D. Silver Pkwy Ext.	current terminus	Gordon Shelton Blvd.			0	4	2035
		FAU1			Fall Hill Ave./ Mary Washington Blvd. Extension	Mary Wash. Blvd.	Gordon Shelton Blvd.			2	4	2020
					Lafayette Blvd.	City Limit	VA-3 (Blue & Gray Parkway)				4	2045
		FAU2			Gateway Blvd. Extended	William St. (PR-3)	Fall Hill Ave (UR-3965)			0	4	2035
<b>Stafford County Secondary</b>												
		NRS			VA 610	Shenandoah Ln	Oriville Rd				6	2021
		FAS5b			VA 630 (Courthouse Rd)	Austin Ridge Dr.	VA 648 (Shelton Shop Rd)	4	4	2	4	2035
		FAS13			VA 648 (Shelton Shop Rd.)	VA 610 (Garrisonville Rd)	VA 627 (Mountainview Rd)	4	4	2	4	2035
		FAS3E		Widen	Garrisonville Rd.	Eustace Rd.	Shelton Shop Rd.			4	6	2045
<b>Spotsylvania County Secondary</b>												
		FAS26A			VA 606	US 1	I-95				4	2025
		FAS18B			VA-620 (Harrison Rd.)	US-1 BUS (Lafayette Blvd.)	VA-639 (Salem Church Rd.)			2	4	2035
		FAS19			VA 636 (Mine Rd./ Hood Dr.)	VA 208 (Courthouse Rd.)	US 1	4	4	2	4	2025
		FAS19B			VA 636 (Mine Rd./ Hood Dr.)	Falcon Dr. / Spotsylvania Ave	Landsdowne Rd	4	4		4	2035

NOTE: Shaded areas represent changes from the 2020 Amendment to Visualize 2045. Pink shading indicates technical corrections since the beginning of the comment period.



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Stacy Cook, TPB Transportation Planner  
**SUBJECT:** Summary: TPB Work Session: Facilitated Review of Technical Inputs (May 19, 2021)  
**DATE:** June 10, 2021

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This memorandum summarizes the comments made by the members of the National Capital Region Transportation Planning Board (TPB) on the technical inputs for the update to Visualize 2045 and the Transportation Improvement Program (TIP) during the TPB's May 19, 2021 work session. This memorandum also summarizes the information and responses provided by TPB member agency technical staff and TPB staffs. The memorandum is organized into two sections, general comments, and project-specific comments.

### **INTRODUCTORY REMARKS**

Welcoming members to the work session, board Vice-Chair Ms. Pamela Sebesky noted that the work session was a follow-up to the April work session. She noted the purpose of the session as a review of proposed inputs to be included in the Air Quality Conformity Analysis. The work session began where the April meeting left off, reviewing projects proposed by the state and local jurisdictions. The review order was noted as Maryland projects, followed by Virginia and the District of Columbia, and ending with other regional projects.

Director Srikanth reviewed a slide deck that summarized the regional policy documentation provided to the board for all projects in the constrained element of the plan and thanked the more than fifty technical staff members across the region for providing the information that is included in this documentation. The presentation was posted on the meeting page:

<https://www.mwcog.org/events/2021/5/19/transportation-planning-board/>

Ms. Cook then began facilitating the review.

### **MARYLAND PROJECTS**

Mr. Earl Lewis and Ms. Caryn Brookman of the Maryland Department of Transportation began by briefing the members on the changes to the I-495/I-270 Express (HOT) Lanes project that had recently been announced by the Governor of Maryland. The most significant change was the proposed construction of HOT lanes on I-495 from I-270 to Woodrow Wilson Bridge was being changed to a study. This meant that the project would no longer be included in the regional air quality conformity analysis. The presentation can be found at the end of this memorandum.

Mr. Marc Korman, Maryland House of Delegates, asked a question about Table 2 of the Appendix E of the regional policy documentation. He questioned why none of the Maryland projects denotes "expand bus rapid transit and transitways regionwide" and "move more people on Metrorail." He

commented that the Purple Line would move more people on Metrorail and the HOT lanes project and that is not noted in the project's description. He also said that the HOT lanes project has been presented to provide busses access to the rapid lanes and also expansion of bus capacity at Shady Grove Metro station yet did not see any of these in the description here. Mr. Lewis agreed that both projects would benefit transit and transit ridership and said he would look into the project descriptions. He said that Maryland invests a significant amount of funding on transit and will continue to do so given that transit is a critical element of the transportation system..

Mr. Korman followed up asking if MDOT is required to investment in transit by law. Mr. Lewis responded noting its more than the law and that they are working not only for compliance but also to meet expectations of the constituency by investing to increase transit usage and to make it successful.

Mr. Victor Weissberg, Prince George's County, added to the comments that the inclusion of transit to the American Legion Bridge I-270 to I-70 Traffic Relief Plan is essential to the regional balance and connectivity especially considering the connection to Northern Virginia across the Woodrow Wilson Bridge.

Ms. Kacy Kostiuk, Takoma Park, asked about what changes occurred in the project submission for the American Legion Bridge in regard to the I-495 section, particularly with regard to conformity analysis. Ms. Cook noted that the comment period packet includes an updated conformity analysis table that shows the changes to the HOT lanes project made during the comment period. Mr. Lewis noted the project between American Legion Bridge and I-270 will proceed with construction while remainder on I-495 will remain under study. MDOT is planning to work with local jurisdictions and stakeholders on how to address congestion across the Maryland component of I-495.

Ms. Cook asked Ms. Jane Posey, TPB, if she would like to speak on the study being done for the I-495 project in relation to the air quality conformity analysis inputs. Ms. Jane Posey noted that portion of the beltway that is under study would not be able to move forward into construction until it comes back through a conformity analysis and approved as part of project inputs for the TPB. Mr. Weissberg asked if that includes the transit component as well. Ms. Posey confirmed it does.

Ms. Bridget Newton noted that the City of Rockville submitted a letter to TPB with concerns about the proposal for HOT lanes on I-270. She mentioned taking I-495 off the table does not help the entire situation and another analysis is needed to see if the southern portion of I-270 will have positive impacts. Ms. Newtown also noted that significant costs will be incurred along the project that have yet to be accounted for and commented that MDOT-SHA has not responded to the City's requests for information from November 2020. She ended her comments noting that the problem isn't in the lower portion of the project but is rather located at the bottleneck where the 6-lane portion becomes 2-lane. The City of Rockville would be severely impacted.

Ms. Kostiuk asked about the assumptions on the vehicle miles traveled (VMT) for the expansion project. She wanted to know to what extent VMT analysis looks at the potential for increased congestion on other streets. Mr. Lewis noted MDOT's goal at managing VMT, as Maryland continues to reduce VMT per capita, they will continue to monitor the impact that COVID and post-pandemic life will have on VMT per capita. He mentioned the importance to continue of transit to help relieve congestion and help reduce emissions.

In response to Ms. Newton, Mr. Lewis added that congestion in that corridor is from the bridge and up to I-270. He noted that previous studies identified the congestion and recognize it as an important issue that needs to be addressed.

Mr. Mark Phillips, WMATA, noted that he found discrepancies in Tables 1 and 2 for multiple projects in different jurisdictions. Mr. Phillips asked Ms. Cook, between the project text and tables, which are likely to be more accurate or if staff needs more time to review and make corrections. Ms. Cook acknowledged the discrepancies and noted that most of the available information is correct but to defer to text, in the case of discrepancies. Due to the technical nature of the questions, she also noted that there is the possibility for different interpretations of the checkboxes in the tables. She ended by noting that staff will review the documentation. Mr. Phillips asked if Mr. Lewis had any comments on how the I-270/I-495 project would address greenhouse gasses and VMT. Mr. Lewis replied noting that the data in the tables and text will be reviewed. He mentioned that there is a long-term trend towards the electrification of vehicles which will drive emissions down and reduce congestion and greenhouse gasses from idling vehicles. He said that more research will be done to see how to meet MDOT's GHG objectives.

Mr. Lewis noted MDOT's participation with the Maryland Commission on Climate Change and gave some insight on the work being done to address climate change and greenhouse gas emissions. He ended his statements mentioning no concern that the I-270/I-495 project will impact MDOT's ability to meet their GHG objectives.

Mr. Shyam Kannan, WMATA, stated that the responsibility of the Board is to make sure that the project submissions are fully completed. He stressed the importance of completeness when considering approval of investments. He noted difficulties in the ability to approve of projects that contain discrepancies or lack information to support data. Mr. Lewis noted that the manage lane study is part of the Traffic Relief Plan and the project is a private-public partnership which does not use state funds to build the project. He noted that it's a critical infrastructure project that will help relieve congestion.

Ms. Cook noted that the technical transportation staff across the region have taken the time to provide narrative and binary responses to the project submissions. She noted the binary responses for the 400+ projects and the narrative responses are complete, except for a few projects for which questions may not apply. Ms. Cook asked the board members to reach out to her if there is specific information needed on a particular project.

## **VIRGINIA PROJECTS**

Ms. Maria Sinner, of the Virginia Department of Transportation, began by speaking about VDOT's work to complete all the project regional policy documentation packages and descriptions and thanked all of the sister agencies who contributed to gather all of the data. She noted that VDOT is very focused on reducing greenhouse gasses and VMT per capita through projects, policies, and strategies. She also noted that VDOT was questioned about their efforts in helping to mitigate climate change issues during the April Work Session. To address those questions, VDOT prepared a presentation during which Mr. Norman Whitaker briefed the participants about VDOT's environmental activities. He went over the Statewide Vision and discussed efforts VDOT is participating in to mitigate greenhouse gas emissions. He also provided examples of efforts in place

and strategies being encouraged that would help reduce greenhouse gas emissions and address VMT, specifically looking at the multi-modal express lane system, Performance-Based Planning, and emerging clean technologies. Mr. Whitaker noted the Regional Multi-Modal Mobility Program (RM3P) for which VDOT is partnered with NVTA. It was described as a technology that combines travel demand management with intelligent transportation systems using artificial intelligence. The presentation can be found at the end of the memorandum.

Ms. Jeanette Rishell, Manassas Park, noted that individuals or groups can misrepresent facts and thanked Mr. Whitaker for his presentation and hopes it clears up any misinformation.

### **DISTRICT OF COLUMBIA PROJECTS**

Ms. Lezlie Rupert of the District Department of Transportation commented that the DDOT program reflects and is committed to the District's goals, federal requirements, and the region's goals and aspirations. DDOT is working to utilize their right of way to create a safe and connected network for all modes of transportation. Ms. Rupert noted that none of DDOT's projects increase capacity and are not anticipated to increase VMT or have any adverse impact to the regional climate. No questions were received by DDOT since the April Work Session where there was discussion on H & I Street.

No questions or comments were asked by the participants.

### **OTHER PROJECTS/TECHNICAL INPUTS**

No questions or comments were asked by the participants.

Mr. Srikanth ended the meeting by inviting Board members to reach out to the TPB if there are any questions or comments in the next 10 days.



# American Legion Bridge I-270 to I-70 Relief Plan

Transportation Planning Board

Work Session #2

May 19, 2021



# American Legion Bridge I-270 to I-70 Relief Plan

- **Phase 1 South** is I-495 from George Washington Parkway to MD 187 and then I-270 from I-495 to I-370 including the I-270 east spur from MD 187 to I-270 – part of the I-495 & I-270 Managed Lanes Study (MLS)
- **Phase 1 North** is I-270 from I-370 to I-70 and is a separate study that is in Pre-NEPA





## MLS Project Update *Continuous Collaboration*

Since the January IAWG, MDOT SHA has continued to address DEIS comments and has been meeting with individual agencies and stakeholders to hear concerns and work towards a resolution of critical study topics.

- Held over 20 office and field agency coordination meetings with various agencies and stakeholders, including but not limited to:
  - FHWA, EPA, NCPC, NPS, USACE, US Navy
  - DNR, MDE
  - M-NCPPC, Montgomery County DOT, Prince George's County DPW&T
  - City of Rockville
  - Washington Biologists' Field Club
- Held Section 106 Consulting Parties Meeting
- Established Executive Steering Committee
- Continued Economic Working Group efforts
- Established Environmental Justice Working Group
- Re- initiated Community Meetings





## Recommended Preferred Alternative (RPA)

- Announced in January, **Alternative 9 was identified as the RPA** based on results of traffic, engineering, financial and environmental analyses and public comment
- After several months of further coordination with and listening to our agencies and stakeholders on Alternative 9 as the RPA, MDOT is **now aligning the MLS to be consistent with the phased delivery and permitting approach**
- MDOT and FHWA have identified a **new RPA, Alternative 9 – Phase 1 South** to include the same two new HOT managed lanes in each direction as described in Alternative 9 included within the Phase 1 South limits only.
- No action at this time on I-495, east of the I-270 east spur.



## Alternative 9 – Phase 1 South

**Two HOT Lanes:** I-495 from George Washington Memorial Parkway (GWMP) to MD 187 and then I-270 from I-495 to I-370 including I-270 east spur from MD 187 to I-270

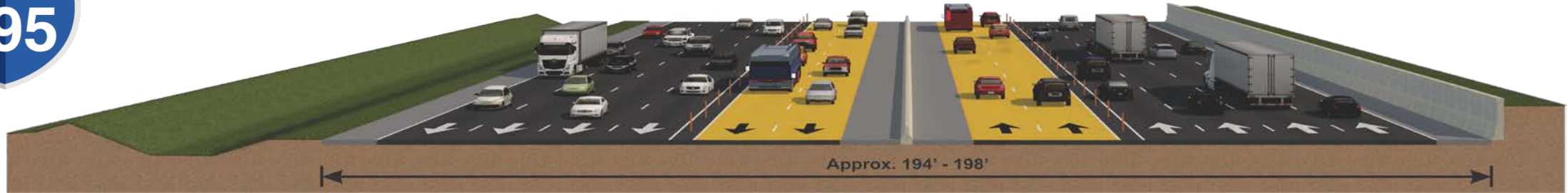
**No Action:** On I-495 From MD 187 to West of MD 5





## New Recommended Preferred Alternative

Add two HOT managed lanes in each direction on I-495 from the GWMP to MD 187



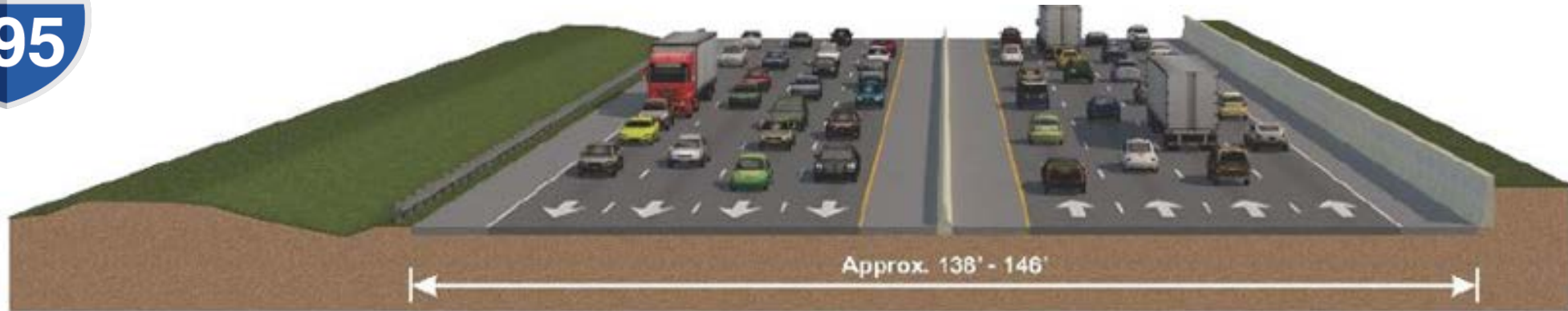
Convert existing HOV lane to HOT managed lane and add one HOT managed lane in each direction on I-270 between I-495 and I-370 and the I-270 East Spur from MD 187 to I-270





## New Recommended Preferred Alternative

No Action on I-495 from MD 187 to West of MD 5





## New Recommended Preferred Alternative- Key Points

- Further aligned with the ***phased delivery and permitting approach***
- Focuses the improvements on Phase 1 South including the ALB which is the ***biggest traffic chokepoint in the region and the area that has broad regional support***
- ***Does not include improvements to the remaining parts of the interstate system*** within the scope of the MLS area. This does not mean improvements will not be needed on these remaining parts of the system. Only that if the new RPA is selected at the conclusion of the study, then consideration of improvements to those remaining parts would have to ***advance separately, subject to additional environmental studies, analysis and collaboration*** with the public, stakeholders and agencies.
- ***Avoids ALL residential and commercial property displacements, avoids significant NPS resources and avoids approximately 22 acres of M-NCPPC parkland*** including Rock Creek Park, Sligo Creek Park and Northwest Branch Stream Valley Park
- New RPA is ***responsive to and addresses comments*** heard from the public and some partner agencies and gives the ability to ***continue to work through issues*** raised outside of Phase 1 South ***through further collaboration*** with agencies and the public in future environmental studies.



## New Recommended Preferred Alternative- Key Points

- Includes replacing the ALB which is part of a **bi-state effort to improve mobility** and would **provide a seamless regional system of managed lanes** by connecting to Virginia over the ALB
- **Waiting to replace the American Legion Bridge is not an option.** There are no State funds available for this work and MDOT must address the **need for a new deck by 2030.**
- **Transit, bicycle/pedestrian and environmental commitments and enhancements, above and beyond mitigation,** that have been previously coordinated within Phase 1 South **will remain** and will be developed further.
- Continues to provide **options for travel** and **reduces reliance on single occupancy vehicles** by keeping all **existing general-purpose lanes free** and permitting **buses, carpool, vanpool and personal vehicles with three or more** people to **travel faster and more reliability** in the new HOT lanes **free of charge any time of the day.**
- A **Supplemental Draft Environmental Impact Statement (SDEIS)** is being completed and will be of limited scope to focus on new information relative to the **new RPA, Alternative 9 – Phase 1 South.**



## Updated Air Quality Conformity Determination

- February 2021 revisions to the project submissions for inclusion in the Air Quality Conformity Analysis **remain unchanged**- changing Express Toll Lanes (ETL) to High Occupancy Toll (HOT) lanes
- **Additional changes now proposed** based on new RPA:
  - Changing the phases on I-495 East of MD 187 to the Woodrow Wilson Bridge and I-270 east spur from east of MD 187 to I-495 **from construction to study status**- These areas **will not** be included in the modeling effort
  - Remaining phase on I-495 from American Legion Bridge to east of MD 187 and I-270 from I-495, including the I-270 west spur to I-70 will **remain as construction**. This area **will** be included in the modeling effort.
  - The new estimated cost is \$6.0 billion.



Questions?





# COMMONWEALTH OF VIRGINIA: ENVIRONMENTAL STEWARDSHIP AND TRANSPORTATION

S

Norman Whitaker AICP, VDOT NoVA District Transportation Planning Director

5/19/21

# Commonwealth of Virginia Environmental Stewardship

- **Statewide Vision:**
  - Legislation and Executive Orders
  - Wide range of initiatives from litter pickup to clean electric grid legislation
- **Greenhouse Gas Mitigation**
  - Studies – statewide analysis and corridor specific pilot
  - Environmental Mitigation Trust (VW Trust)
  - Regional Greenhouse Gas Initiative and Transportation Climate Initiative
  - Multi-modal approach to major projects
  - Complete Streets policy
  - DRPT multimodal transportation and land use planning guidelines
  - Expanding commuter rail system
  - Regional transit funding from Commonwealth and local governments

- **Multi-modal Express Lane System**
  - Tolls as a funding stream for transit
  - Intelligent Transportation Systems (ITS), Travel Demand Management (TDM)
  - Discourage SOVs. HOVs and buses ride free
  - System of park-and-ride lots
- **Performance Based Planning : VTRANS and Smart Scale**
  - Emphasis on cost effective solutions, multi-modalism, operational improvements, connectivity and continuity, congestion abatement
  - NVTA uses similar performance based metrics
- **Emerging Clean Technologies**
  - Electric vehicles, automated and connected vehicles
  - Bus Rapid Transit (BRT)
  - Regional Multi-Modal Mobility Program ([RM3P](#)) partnership with NVTA

**APRIL 1, 2022 – MAY 1, 2022, COMMENT PERIOD**



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Stacy Cook, TPB Transportation Planner, Sergio Ritacco, TPB Transportation Planner  
**SUBJECT:** Summary of comments received on the draft determination of the Air Quality Conformity Analysis of the constrained element of the 2022 Update to Visualize 2045 and the FY 2023-2026 Transportation Improvement Program (TIP), the draft plan and TIP  
**DATE:** May 12, 2022

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## PURPOSE

The purpose of this memorandum is to provide information to the board members as the board continues its review of the draft findings of the regional Air Quality Conformity analysis.

A compilation of the comments submitted by individuals, organizations and businesses have been posted on the TPB's website at <https://visualize2045.org/get-involved/>. These comments include comments on the draft findings of the Air Quality Conformity analysis, the draft Visualize 2045 long-range transportation plan (2022 Update) and the draft FY 2023-2026 Transportation Improvement Program (TIP). All comments are included as an attachment at the end of this memorandum.

This memorandum also provides a summary of the comments submitted during the April 1-May 2, 2022, Public Comment and Interagency Review Period. As the comment period also serves as interagency review, the comments received by the agencies regarding minor technical corrections will be reflected in the updated documentation provided to the TPB for its June 2022 meeting.

This memorandum includes the following attachments:

- Attachment A: Comment Compilation and Letters Received

## BACKGROUND

On December 16, 2020, the TPB approved the Technical Inputs Solicitation for the update to the technical inputs for the Air Quality Conformity analysis of the TPB's long-range transportation plan, Visualize 2045 (2022 update), and the FY 2023-2026 TIP. The TPB staff provided a public comment and interagency review period for the technical inputs from April 2, 2021 through May 3, 2021. Through actions at its June and July 2021 board meetings, the TPB approved the technical inputs that the TPB staff used to conduct the required federal Air Quality Conformity analysis, approximately a nine-month task. [Appendix C of the Visualize 2045, 2022 Update](#) lists these inputs<sup>1</sup>.

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<sup>1</sup> Federal conformity analysis regulations inform the projects and programs to be included in the analysis and publishes a list of projects that are exempt from such analysis. Also, the inputs, assumptions, and methodology used to conduct the conformity analysis are guided by the federal requirements to ensure that estimated levels of criteria pollutants comply with the federally established emissions levels.

The staff completed the Air Quality Conformity analysis and the TPB staff made the draft findings for the Air Quality Conformity analysis available for public comment from April 1-May 1, 2022. The draft 2022 update to Visualize 2045, the region's draft long-range transportation plan, and the FY 2023-2026 TIP were also available for comment during this same period.

Find these online at: <https://visualize2045.org/plan-update/draft-plan/>

After the public comment period was completed on May 1, the TPB staff summarized the comments as a courtesy to the board, producing this memorandum.

At its May meeting, the TPB's staff will present the comment summary to the board and make all comments received on the draft plan, draft TIP, and draft Air Quality Conformity determination available for board review. **The board will have a month to consider comments before the plan is recommended for approval at its June meeting.** Also, following the April TPB work session to discuss potential climate goals and mitigation strategies, and subsequent to any action in May by the board, the TPB staff will update as needed, and finalize the plan.

In June, the TPB will be asked to take the following actions:

- Accept comments and recommended responses to comments received for the 2022 Update to Visualize2045, the FY 2023-2026 TIP, and the Air Quality Conformity Analysis. They will be included in the conformity report.
- Adopt a resolution finding that the 2022 Update to Visualize 2045 and the FY2023-2026 TIP conform with the requirements of the Clean Air Act Amendments of 1990.
- Approve the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP.
- Self-certify that the TPB is following the metropolitan transportation planning process.

## 2022 PUBLIC COMMENT PERIOD

The TPB held an open public comment period and interagency review of the following draft documents for public comment from April 1-May 1, 2022:

- Air Quality Conformity Analysis of the plan and TIP: Summary (this is Appendix C of the plan)
- 2022 Update to Visualize 2045, TPB's long-range transportation plan
- FY 2023-2026 Transportation Improvement Program

Members of the public were invited to review the public comment materials available on 2022 Update to Visualize 2045 draft plan page: <https://visualize2045.org/plan-update/draft-plan/> and they were invited to submit comments on the draft materials.

TPB staff advertised the public comment period via the TPB's public comment email distribution list, social media, TPB News, and newspaper advertisements on the Washington Post, Washington Hispanic, and the Afro-American Newspapers. Additionally, information about the public comment period was shared with the TPB's Technical, Community Advisory, and the Access for All Committees. The TPB also mailed out more than more than 3600 postcards announcing the comment period, the location of the draft materials, as well as conducted three virtual forums.

Interested parties were able to submit a comment through four different platforms. The options and the number of comments received via each platform is shown in Table 1.

*Table 1 Platforms for Comments and Number of Comments Received*

<i>Platforms for commenting</i>	<i>Number of Comments Received by platform</i>
<i>Sending email to <a href="mailto:tpbcomment@mwkog.org">tpbcomment@mwkog.org</a></i>	483
<i>Writing to the TPB Chair at TPB</i>	1
<i>Using the form online at <a href="http://mwkog.org/tpbcomment">mwkog.org/tpbcomment</a></i>	34
<i>Calling the TPB Public Comment Line at 202-962-3774 and leaving a 3-minute voice mail.</i>	0

This memorandum provides a summary of the comments in two sections: a section that summarizes and provides examples of general themes and topics, and a section on project-specific comments. Where examples of specific comments are provided, minor editorial corrections may have been made without changing the meaning of the comment. Acknowledgements and clarifications from TPB staff and the implementing transportation agencies are provided as responses to these summarized comments.

**SUMMARY: COMMENTS THEMES/ TOPICS AND PROJECT SPECIFIC COMMENTS**

The TPB conducted a public comment period from April 1-May 1, 2022, to provide an opportunity for public comment on and interagency review of the following draft documents: Air Quality Conformity analysis, 2022 Update to Visualize 2045 and the FY 2023-2026 TIP.

The comments are provided entirety in Attachment A. The TPB staff provided the following comment summary for the convenience of the board.

**Summary**

The comments received included:

- 1 comment from a member of the board, Mayor Newton of the City of Rockville
- 1 comment from the Metropolitan Washington Air Quality Committee (MWAQC)
- 1 comment from the TPB Access for All Advisory Committee
- 506 comments from individuals
- 10 comments from organizations, including:
  - The Coalition for Smarter Growth
  - The Greater Washington Board of Trade
  - Northern Virginia Families for Safe Streets (NoVA FSS)
  - The Southern Environmental Law Center
  - The Washington Airports Task Force,

Additionally, staff worked directly with technical staff throughout the TPB member jurisdictions and agencies in their review to correct or clarify information they had entered. These edits were largely



focused on updates to the draft TIP and some additional text to provide clarification for two project descriptions.

The summary is organized into the three sections as summarized below: air quality, comment topics, project-specific comments. Excerpts of example comments that demonstrate the themes and topics are provided in italics within the summary.

### **Comment Specific to the Air Quality Conformity Determination**

- One Comment from MWAQC was received confirming that the draft determination Air Quality Conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 Transportation Improvement Program (TIP) meets applicable standards.

### **Comment Topics**

Most of the comments included referenced the following topics:

1. Concerns over the official status of the MDOT Op Lanes projects in the constrained element of the 2022 update to Visualize 2045 (143 comments)
2. Stop climate change: adopt the full slate of climate strategies (236 comments)
3. Improve the safety of the transportation system (5 comments)
4. Invest in sustainable, walkable communities and continue to improve options for biking and walking in the region (275 comments)
5. Consider Equity in Transportation Planning (41 comments)
6. Opposition to highway expansion and road widening [303 comments]
7. Approve Visualize 2045 which invests in ALL modes of transportation (38 comments)

### **Project Specific Comments**

- A. Maryland I-270 Dynamically Managed Op Lanes Project (143 comments)
- B. New Hampshire Avenue BRT
- C. Belmont Ridge Road Reconstruct/VA 234 Bypass Extension North (CE1897)
- D. US 15 Widening between Battlefield Parkway and Montresor Road (CE3738)
- E. Manassas National Battlefield Park Bypass (CE3061)
- F. VA 28 Manassas Bypass (CE1865)
- G. Northstar Boulevard between Tall Cedars Parkway and Braddock Road (CE3737)

The TPB also received a letter with a series of tables offering opinions and suggestions on numerous projects.

### **COMMENT SPECIFIC TO AIR QUALITY CONFORMITY DETERMINATION**

The TPB received a comment from MWAQC confirming that the draft determination Air Quality Conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 Transportation Improvement Program (TIP) meets applicable standards.

**Comment Excerpt: The technical component of the comment follows:**

*“MWAQC has reviewed the above analysis and concurs that the transportation sector emissions associated with the proposed transportation plans meet the motor vehicle emissions budgets (MVEBs) in the 2008 Ozone National Ambient Air Quality Standard (NAAQS) Maintenance Plan.*

*However, the 2022 amendment to the Visualize 2045 plan continues to require the use of Tier 2 transportation buffers for 2025 and 2030. Therefore, TPB had to use the Tier 2 MVEBs buffers for demonstrating conformity in those two years. MWAQC urges TPB and its members to give particular focus to projects that would reduce air pollution emissions from the transportation sector so that future mobile emission budgets remain within Tier 1 MVEBs to fully protect the health of our residents.*

*The draft Design Value data for ozone for the Washington region for the period 2019 through 2021 is 70 ppb parts per billion (ppb). This shows that the region is barely in compliance with the 2015 ozone NAAQS despite the low 2020 data resulting from pandemic related restrictions. Therefore, the region needs to continue reducing its emissions to maintain this compliance in the future. The base year 2017 emissions inventory for the region submitted to EPA in 2020 shows on road sources to be the greatest contributor (39%) of NOx emission in the region. Therefore, it is essential that the region reduce its emissions further in order to keep complying with the 2015 ozone NAAQS from all sources, including on-road mobile sources.*

*MWAQC notes that the region also is experiencing an increase in total VMT along with an increase in population and job growth. Therefore, we urge TPB’s continued investment in VMT and emission reduction strategies such as public transit, ride-sharing, pedestrian and bike infrastructure, other travel demand management strategies, and Transportation Emission Reduction Measures (TERMS) to reduce future growth in vehicle emissions.”*

**TPB’s Response**

The TPB appreciates MWAQC’s concurrence that the Air Quality Conformity analysis of the 2022 Update to the Visualize 2045 Plan and FY 2023-2026 TIP meets all of the required emissions tests. The TPB notes that the Tier 2 budgets were put in place to account for changes in technical inputs or assumptions for the travel demand or emissions models, or for changes in the analysis methodology from when the budgets were originally set, compared to those used in the current conformity analysis. As described in the regional air quality conformity analysis report, there were numerous updates to input data and methods in this conformity analysis, relative to the analysis used to set the mobile budgets, that necessitated using the Tier 2 levels of emissions budgets. The TPB notes that even under the current circumstances on-road vehicular emissions are well within the levels needed for the region to maintain compliance with the 2008 ozone national Ambient Air Quality Standards (NAAQS). It is also noted that on-road vehicular source emissions have steadily declined over the past couple of decades, and are forecast to continue to decline, both overall, and as a percentage of the whole inventory. The TPB agrees that there should be a greater effort to reduce emissions across all sectors to meet current and future tougher air quality NAAQS. The TPB agrees with MWAQC on the need for greater investment in public transit, ridesharing, pedestrian and bicycle infrastructure, and other programs to reduce emissions.

## COMMENT TOPICS

### TOPIC 1: CONCERNS OVER OFFICIAL STATUS OF THE MDOT OP LANES PROJECTS IN THE CONSTRAINED ELEMENT OF THE 2022 UPDATE TO VISUALIZE 2045

The TPB received comments from the Council of the City of Rockville, Maryland, including the Mayor (member of the TPB) expressing concerns over the MDOT Op Lanes project (dynamically managed lanes). The letter comments on the text description of one of the three listings for the MD Op Lanes project (T6432, Appendix B, page 95) and also addresses a clarification issued by TPB staff to an April 13, 2022, press release by Sierra Club of Maryland on the MD Op Lanes project, related to the eastern segment of the MD Op Lanes project (on I-495 from MD 187 to the Maryland/Virginia state line at the Woodrow Wilson Bridge). The above comment and the opinion are excerpted and responded to, below, and the letter with the entire comment is in Attachment A. Similar comments were provided by 142 individuals.

The TPB clarification and correction that staff issued on April 13, 2022, to the Sierra Club's press release was provided to the Sierra Club, the TPB chair and Vice chairs, and board members that had inquired about the Sierra Club press release. This clarification and correction by the TPB was also posted to the [Visualize2045.org website](https://visualize2045.org), and is included in Table 1, following TPB's response 1, below.

**Comment Excerpt 1: City of Rockville Comment:** *"....Item T6432 on page 95 of Appendix B includes text stating that the Op Lanes Maryland Program Development will move forward along the entirety of I-495 from the American Legion Bridge to the Woodrow Wilson Bridge (text below).*

*"Planning, preliminary design, and full delivery stream restoration activities in support of the Op Lanes Maryland program, which will implement high-occupancy toll (HOT) lanes along I-270, between I-495 and I-70, and I-495, between the American Legion and Woodrow Wilson bridges."*

*This text contradicts the TPB vote of July 2021, that identifies most of this area only for study. (Resolution R2-2022 – Add MDOT TRP and transit commitments3.pdf)."*

**TPB Staff Response 1:** The listings in Appendix B are summaries of the financial information for projects in the plan and TIP. Item T6432 on page 95 of Appendix B is one of the three listings for the MD Op Lanes project and related to the construction of the southern segment of the I-495 managed lanes (on I-495 from George Washington Memorial Parkway interchange to MD 187) that the TPB approved as part of its July 2021 action (Resolution R2-2022), as well as a study of the eastern segment of the of the I-495 managed lanes (on I-495 from the MD 187 to the Maryland/Virginia state line at the Woodrow Wilson Bridge) which the TPB approved as part of its June 2021 action (Resolution R19-2021). The funding amount listed is for the planning, preliminary engineering, and design of the southern segment, approved for construction, and for studying the eastern segment that has NOT been approved by the TPB for construction. In order to communicate the above clearly, TPB staff has secured a revised description from MDOT.

MDOT's revised project description for T6432, on page 95 of draft Appendix B is as follows:  
*“Planning, design, and stream restoration activities in support of the Op Lanes Maryland program, which will implement high-occupancy toll (HOT) lanes along I-270, between I-495 and I-70, and along I-495, from south of George Washington Memorial Parkway to west of MD 187. For those segments of I-495 from west of MD 187 to the Maryland/Virginia state line at the Woodrow Wilson Bridge, this project includes only future study activities to evaluate HOT lanes.”*

Table 1. TPB Clarification and Correction to Sierra Club, Maryland's press release, as posted 4/13/2022

**Clarification in response to the Sierra Club Press release**

The TPB staff has been made aware of a press release issued by Sierra Club about the status of the Maryland TRP/Op lanes project in the TPB's long-range transportation plan, Visualize 2045 (2022 update), a draft of which was released for public review and comments on April 1, 2022. This information is intended to correct the information contained in Sierra Club's release.

**Summary of this clarification: The TPB's action from the summer of 2021 still stands and is reflected in the draft long-range transportation plan, Visualize 2045.**

The Sierra Club communique notes, in part, that *“The Metropolitan Washington Council of Governments’ (COG’s) new long-range transportation plan revives Governor Hogan’s original proposal to build private toll lanes along the entirety of the Maryland Beltway, from the American Legion Bridge to the Woodrow Wilson Bridge. COG staff buried its approval of the multi-billion-dollar Beltway widening on page 95 of Appendix B of Visualize 2045’s more than 1,000 pages of documentation. The inclusion of the widely rejected Beltway plan ignores the July 2021 decision of the National Capital Region Transportation Planning Board not to include toll lanes on the majority of the Beltway.”*

The TPB's Clarification and correction:

- The 2022 update to Visualize 2045, the region's long-range transportation plan, all associated documents, and the ongoing regional planning work activity are of the National Capital Region Transportation Planning Board (TPB) and not Metropolitan Washington Council of Governments (COG). COG and the TPB are two independent regional entities. The TPB is housed at and staffed by COG. The TPB is the federally designated metropolitan planning organization tasked with the responsibility of developing the long-range transportation plan.
- The Sierra Club communique incorrectly states that the draft plan ignores the July 2021 decision of the TPB. In July, the TPB voted to include three different segments of the proposed express/managed lanes project in Maryland: (1) managed lanes on I-495 from George Washington Memorial Parkway to the I-270 spur and on I-270 from the I-495 spur to I-370, referred to as the I-270 southern segment, to be constructed by 2025; (2) managed lanes on I-270 from I-370 to I-70, referred to as the I-270 northern segment, to be constructed by 2030 and (3) managed lanes on I-495 from the I-270 spur to the Woodrow Wilson Bridge, referred to as the eastern segment, to be **studied** but NOT to be constructed.

This is exactly what was done by the TPB and what is included in the Visualize 2045 (2022 Update) plan documents. Appendix C of the plan lists the projects that are included in Visualize 2045 (2022 Update) conformity analysis. On page 39-40 (page numbers as printed in on the page) is a listing of the managed lanes on I-495 (project ID 6432)– the southern segment that is to be constructed and the eastern segment that is to be studied only; and on pages 36 and 37 are listed the I-270 managed lanes both for the southern and northern segments. Only the segments identified for construction were included in the region's air quality conformity analysis. The segments that reference the study are listed for informational purposes. It is worth noting that the eastern

segment of the I-495 managed lanes project was downgraded to a study by MDOT prior to the June and July 2021 TPB votes.

- The Sierra Club communique specifically notes page 95 of Appendix B asserting that the listing here indicated TPB's inclusion of segment that was not approved. The listings in Appendix B are a summary of the financial information for both the southern segment of the I-495 managed lanes (included for construction) as well as the eastern segment of the of the I-495 managed lanes included as a study only. The funding amount listed is for the planning, preliminary engineering, and design of the southern segment that has been approved for construction and funding for studying the eastern segment that has NOT been approved for construction. The TPB understands that the description for this listing does not make this clear. For the final documentation, the TPB will work with MDOT to clarify the description for this listing on page 95 of Appendix B of the plan.
- In conclusion: The TPB's action from the summer of 2021 still stands and is reflected in the draft long-range transportation plan, Visualize 2045.

**Comment Excerpt 2: City of Rockville, opinion on TPB staff's April 13, 2022, clarification:**

*"The 'clarification' offered on the TPB web page (Clarification-in-Response-to-Sierra Club-Press-Release .pdf (visualize2045.org)) gives little comfort since it validates the main thrust of the Sierra Club communique. "*

**TPB Staff Response 2:** TPB staff understands the main thrust of the Sierra Club press release, from the text in the document, to be: "that " (the) new long-range transportation plan revives Governor Hogan's original proposal to build private toll lanes along the entirety of the Maryland Beltway, from the American Legion Bridge to the Woodrow Wilson Bridge."

**As was noted in the TPB staff's Clarification and Correction to Sierra Club, Maryland's April 13, 2022, press release,** the 2022 update of Visualize 2045 does not revive the construction of toll lanes on I-495 between MD 187 and the Maryland/Virginia state line at Woodrow Wilson Bridge. The Visualize 2045 plan includes three different segments of the proposed express/managed lanes project in Maryland: (1) managed lanes on I-495 from George Washington Memorial Parkway to MD 187 and on I-270 from the I-495 to I-370, referred to as the I-270 southern segment, to be constructed by 2025; (2) managed lanes on I-270 from I-370 to I-70, referred to as the I-270 northern segment, to be constructed by 2030 and (3) managed lanes on I-495 from MD 187 to the Woodrow Wilson Bridge, referred to as the eastern segment, to be studied (NOT for construction). The TPB approved the segments one and two above as part of its action on July 21, 2021 (Resolution R2-2022) and segment 3 as part of its action on June 16, 2021 (Resolution R19-2021). Appendix C of the draft plan documents lists the above three segments of project that are included in the Air Quality Conformity analysis: on page 39-40 (page numbers as printed on the page) is a listing of the managed lanes on I-495 (project ID 6432)–the southern segment that is to be constructed and the eastern segment that is to be studied only; and on pages 36 and 37 are listed the I-270 managed lanes both for the southern and northern segments.

## TOPIC 2: STOP CLIMATE CHANGE: ADOPT THE FULL SLATE OF CLIMATE STRATEGIES (263 COMMENTS)

The Coalition for Smart Growth submitted a letter, and then a second letter with 30 organizations signing on the second letter, describing concerns that the plan does not sufficiently respond to climate change goals and public opinion on the need for climate action. The letter urges the TPB to adopt a full slate of climate strategies and set specific goals and targets for inclusion in the final 2022 update to Visualize 2045. This comment was mirrored by 117 additional comments and another 146 comments were very similar in content. An example of one of the comments is below, and the full set of letters and individual comments can be found in Attachment A.

### Example Comment Excerpt: Adopt the Full Slate of Climate Strategies

*“84% of the DC region’s residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies “*

### Example Comment Excerpt:

- *“Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.*
- *It devotes far too much to highway expansion, \$28.2 billion, versus only \$14.6 billion for expanding our transit, pedestrian and bicycle networks.*
- *Many residents are stuck driving long trips for daily needs. The plan only makes a very modest reduction in per capita driving, a 3% change by 2045, no different from the 2018 plan.*
- *84% of the region’s residents said they wanted elected officials to consider climate change when planning transportation, and a majority of public comments on the plan last April specifically said that the proposed project list didn’t do enough to meet our climate goals.*
- *Yet, almost no projects changed since the last plan. This was despite our elected officials’ pledges to support climate action, transit-oriented development, and regional housing targets.*

*I call on you to make the necessary and feasible changes to Visualize 2045:*

- *Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.*
- *Commit to pursue the full slate of strategies that TPB’s own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.*
- *Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.”*

**TPB Staff Response:** The TPB has provided the comments to the members of the TPB and their technical agencies who are responsible for project implementation.

Please note, the opportunity to adjust technical inputs to the constrained element of the plan (used to conduct the federally required Air Quality Conformity analysis) occurred prior to the board action on those inputs which were approved in June and July 2021. Also, please note that developing new projects can take many years. However, unfunded projects that have already advanced through the

local planning process, which is required before being included in the MPO's plan, could possibly be accelerated for inclusion in the next plan update, due to new funding made available through the law that President Biden signed into law in November 2021, the Infrastructure Investment and Jobs Act.

### **TOPIC 3: IMPROVE THE SAFETY OF THE TRANSPORTATION SYSTEM (5 COMMENTS)**

Several comments identified the need to improve the safety of the transportation system, including a desire to achieve 'vision zero' goals and improve safety for people that walk and bike.

#### **Example Comment Excerpt: We need to get to vision zero.**

*"To get to vision zero there will need to be a tremendous improvement to walking and biking infrastructure. Also, to get to vision zero there will have to be street redesign to slow the cars down in dense pedestrian/cycling areas."*

**TPB Staff Response:** The TPB has provided the comments to the members of the TPB and their technical agencies who are responsible for project implementation.

### **TOPIC 4: INVEST IN SUSTAINABLE, WALKABLE COMMUNITIES AND CONTINUE TO IMPROVE OPTIONS FOR BIKING AND WALKING IN THE REGION (275 COMMENTS)**

The TPB staff received 275 comments asking the board to prioritize funding for projects, programs and policies that support walkable, bikeable, sustainable communities. Within this topic, people expressed the following issues:

#### **Example Comment 1: Invest in transit, biking and walking, not highway expansion:**

*"... I urge you to invest in transit, biking, walking and other active transportation modes that are healthy financially, physically and ecologically. Highway widenings are expensive and have yet to solve our region's transportation woes because solo driving does not scale."*

#### **Example Comment 2: Consider lessons learned from the pandemic about lifestyle changes and walkable communities and complete streets.**

*"The pandemic propelled lifestyle changes and we discovered new interests that are beneficial even as the virus wains. One of them is the desire to have more walkable cities and neighborhoods with parks and green spaces that keep us in touch with our natural world. I believe provisions for outdoor dining should be continued, possibly rerouting traffic and narrowing streets with lower speed limits to enhance pedestrian and bicycle safety. We need protected bike lanes that connect to park trails and allow bikes to access public transportation and be a viable mode of transit. Complete streets will support multimodal transportation with priority bus lanes. Streets and parkways should be occasionally blocked from vehicle traffic for neighborhood block parties. Vehicle accessibility does not require the use of every street and fairway to navigate the city. We have experienced these provisions during our two year jaunt with Corona virus and grown to like the diversions from our car culture."*

**TPB Staff Response:** The TPB has provided the comments to the members of the TPB and their technical agencies who are responsible for project implementation.

## **TOPIC 5: CONSIDER EQUITY IN TRANSPORTATION PLANNING (41 COMMENTS)**

Numerous comments offered a range of perspectives to consider when planning for equity in transportation projects, programs and policies. Examples of these perspectives are provided in two excerpts below:

### **Example Comment Excerpt 1:**

*Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.*

### **Example Comment Excerpt 2:**

*“The plan can be improved by setting specific numeric targets for shifting more travel to non-auto modes and for adopting electric vehicles for other travel, and it needs to shift its investment to projects that better support the region’s goals for walkable, bikeable and transit-friendly communities. Please revise this plan to take the lead in moving us toward a sustainable and equitable future.”*

**TPB Staff Response:** The TPB has provided the comments to the members of the TPB and their technical agencies who are responsible for project implementation.

## **TOPIC 6 OPPOSITION FOR HIGHWAY EXPANSION AND ROAD WIDENING (303 COMMENTS)**

The TPB staff received comments explicitly opposing any road widening and high expansion projects.

### **Example Comment Excerpt:**

*“... we continue to see a troubling disconnect between the TPB’s climate goals and many of the projects included in the Draft LRTP and accompanying documents. This disconnect is evident in the fact that the Draft LRTP proposes spending \$28.2 billion on highway expansion projects, versus only \$14.3 billion on projects to expand transit and add to bicycle and pedestrian infrastructure—modes that help cut down on driving and reduce transportation emissions. The disconnect is also apparent in the results of the Visualize 2045 performance analysis, which indicate that the suite of projects proposed for funding in the Draft LRTP will result in a 15% increase in vehicle miles traveled (VMT) and a 10% increase in single-driver trips over the life of the plan.”*

**TPB Staff Response:** The TPB has provided the comments to the members of the TPB and their technical agencies who are responsible for project implementation. Also, please note that there are many bicycle and pedestrian projects in the region are represented in the TPB’s Bicycle and Pedestrian Plan that cannot be included in the federally required Air Quality Conformity analysis and therefore are not listed in the constrained element of the plan.

## **TOPIC 7: APPROVE VISUALIZE 2045 WHICH INVESTS IN ALL MODES OF TRANSPORTATION**

The TPB received an email from the Northern Virginia Transportation Alliance urging the TPB to approve the 2022 update to Visualize 2045 as presented in draft form as it represents all modes of transportation. This comment was mirrored by 36 additional comments, some which provided additional personal statements or emphasis.



### **Example Comment Excerpt 1**

*“Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure. Visualize 2045’s smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045. Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.”*

### **Example Comment Excerpt 2:**

*“As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects. We cannot expect our region to be competitive for economic development if we do not invest in appropriate transportation infrastructure. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.”*

**TPB Staff Response:** The TPB has provided the comments to the members of the TPB and their technical agencies who are responsible for project implementation.

## **PROJECT- SPECIFIC COMMENTS AND RESPONSES**

Comments were received that focused on specific projects. TPB staff have reviewed each comment and summarized their main points in this memorandum. For comments that are project-specific in nature, the implementing agencies have provided responses. Section L includes a series of other non-project specific comments on the plan development process or inputs for consideration.

Comments on specific projects that are existing or proposed as technical inputs:

## **PROJECT-SPECIFIC COMMENTS**

TPB received several sets of comments on specific projects. Additionally, the Coalition for Smarter Growth included a list of project specific recommendations in its letter, to view that set of project-specific comments, please view the letter that is in the compilation in Attachment A to this memorandum.

- A. Maryland I-270 Dynamically Managed Op Lanes Project (143 comments)
- B. New Hampshire Avenue BRT (1 comment)
- C. Belmont Ridge Road Reconstruct/VA 234 Bypass Extension North (CE1897) (1 comment)
- D. US 15 Widening between Battlefield Parkway and Montresor Road (CE3738) (1 comment)
- E. Manassas National Battlefield Park Bypass (CE3061) (1 comment)
- F. VA 28 Manassas Bypass (CE1865) (1 comment)
- G. Northstar Boulevard between Tall Cedars Parkway and Braddock Road (CE3737) (1 comment)



## PROJECTS IN MARYLAND:

### A. Maryland Dynamically Managed Op Lanes Project (143 comments)

A letter was received from Mayor Newton and the Council of the City of Rockville asking for the Maryland Op Lanes project to be removed from the plan. This comment was also reflected by 142 additional comments from individuals associated with the Sierra Club, some of these comments provided additional personal statements or emphasis.

#### Example Comment Excerpt: (public comment)

*“Please don't expand the beltway. Houses will be lost, environment damaged, pollution increased. Support alternatives... public transportation, ride sharing, and work from home....”*

*...The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.*

*The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.*

*The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.*

*Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the Region's long range plan!”*

#### Maryland Department of Transportation Response

The comments incorrectly assert that Op Lanes Maryland would cause houses to be lost, privatize State highways, increase traffic and unnecessarily impact the environment and social equity. These claims are not accurate and ignore the significant benefits the program will provide to the National Capital Region.

The I-495 & I-270 Managed Lanes Study's Preferred Alternative would provide a two-lane, high occupancy toll (HOT) managed lanes network on I-495 and I-270 within the limits of Phase 1 South only. On I-495, the Preferred Alternative would add two new HOT managed lanes in each direction from south of the George Washington Memorial Parkway in Fairfax County, Va. to west of MD 187. On I-270, the alternative would convert the one existing high occupancy vehicle (HOV) lane in each direction to a HOT managed lane and add one new HOT managed lane in each direction from I-495 to north of I-370 including on the I-270 east spur. Potential improvements in the northbound section of I-270 being evaluated under a separate pre-NEPA study are also included in Visualize 2045 for construction by 2030. No action or no improvements would be included at this time on I-495 east of



the I-270 east spur to MD 5 and are only included in Visualize 2045 for study. This is consistent with the TPB Resolution R2-2022 and MDOT's statements when the Preferred Alternative for Phase 1 South was announced in May 2021 that any improvements on I-495 east of the I-270 east spur would be subject to additional environmental studies, analysis and collaboration with the public, stakeholders, and local agencies.

The Phase 1 South Preferred Alternative would **replace the more than 60-year-old American Legion Bridge (ALB)**, address existing traffic and long-term traffic growth, reduce congestion, enhance trip reliability, support regional transit improvements, foster new opportunities for transit and increased carpool/vanpool/ridesharing that would help reduce reliance on single occupancy vehicles in the National Capital Region, and improve the movement of goods and services.

Using toll rates approved during the Maryland Transportation Authority's Phase 1 South Toll Rate Range Setting Process in 2021, the HOT managed lanes will use dynamic pricing on a real-time basis to optimally manage traffic capacity to provide more reliable free-flowing highway travel speeds and travel times. This is an important congestion-pricing tool to keep the facility meeting or exceeding the operational metrics of travel speed and travel volumes that has been successfully implemented in many locations around the country, including in Virginia. The average toll in the new HOT lanes is estimated to be \$3.95 per trip in Phase 1 South.

Further, the **existing general-purpose lanes will remain free** for everyone's use. Travelers would have the option either to travel for free in the general-purpose lanes or pay a toll to use the HOT lanes. The HOT lanes would also result in **new opportunities for rapid transit bus services** connecting people and jobs throughout the region. The HOT lanes in Phase 1 South: American Legion Bridge I-270 to I-370 will allow toll-free travel for buses, carpools/vanpools with three or more people (HOV-3+), and motorcycles. As the detailed traffic analysis for Phase 1 South has revealed, it will also result in reduced congestion in most segments of the general purpose lanes so even those who choose not to pay anything will see travel time benefits.

In consideration of MDOT's interest in having an equitable transportation solution for all users, MDOT SHA has incorporated elements into the Preferred Alternative that support fair, accessible, and affordable transportation options for all users. Some of those elements include:

- Toll-free travel for new buses, carpools/vanpools with three or more (3+) occupants on managed lanes for a faster, more reliable trip,
- Replacing, upgrading or constructing new pedestrian and bicycle facilities consistent with local master plans including a new shared use path across the American Bridge allowing for interstate bicycle travel, and
- Enhancing transit connectivity and mobility by providing direct and indirect access from the HOT lanes to transit stations, increasing the number of bus bays at the WMATA Shady Grove Metrorail Station, and increasing parking capacity at the Westfield Montgomery Mall Transit Center.

Transportation experts have analyzed pandemic traffic conditions and future traffic demand inputs and note that traffic volumes have continued to recover since the rollout of the vaccines in early 2021, and pre-pandemic projections for job and population growth in the National Capital Region remain on track. To adapt to the ongoing and potential long-term travel impacts associated with the pandemic, MDOT SHA developed a COVID-19 Travel Analysis and Monitoring Plan. This plan was

included in the Managed Lanes Study's Supplemental Draft Environmental Impact Statement (SDEIS) and will be updated as well in the Final Environmental Impact Statement with Sensitivity Analysis using the MWCOG Regional Forecasting Model for 2045.

Regarding the State of Maryland's decision to utilize a public-private partnership (P3), a P3 is an alternative model for delivery of a capital project in which the governmental sector works with the private entities, bringing new capital investment that would not otherwise be available today. The particular P3 model identified for the Managed Lanes Study is a progressive multi step approach. This P3 model, like others, seeks to make the most of private sector expertise, innovation, and financing to deliver public infrastructure for the benefit of the public owner and users of the infrastructure. This P3 Agreement includes designing, building, financing, operating, and maintaining a transportation facility, however, **MDOT SHA would continue to own all lanes and infrastructure on I-495 and I-270** and ensure the highway meets their intended transportation function.

The letter erroneously asserts that houses will be lost, but the Preferred Alternative of the I-495 & I-270 Managed Lanes Study requires no residential or business displacements and **avoids significant environmental and community impacts, including** more than 100 acres of parkland. MDOT SHA has developed a comprehensive mitigation plan for unavoidable impacts, which includes reforestation, water quality improvements, and stormwater management.

Finally, the letter claims that the environmental study found that drivers would need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. This comment appears to be based on singling out selected data that was included in Appendix A of the SDEIS, while ignoring the bulk of the data and the overall conclusions of the study. The main conclusions of the study are that the Preferred Alternative will increase speeds, improve reliability, and reduce travel times and delays along I-495, I-270, and the surrounding local roadway network compared to the No Build Alternative.

Overall, the Preferred Alternative will improve travel time for all users, including those using the general purpose lanes. In general, the results presented in the SDEIS meet this goal. The average speed in the general purpose lanes under the Preferred Alternative is **5 mph greater** than the average speed under the No Build Alternative (SDEIS Table 3-4) and the average travel time index in the general purpose lanes is also improved under the Preferred Alternative (SDEIS Table 3-7). This is despite build improvements only being included within about one-third of the limits of the Managed Lanes Study.

Since the SDEIS, the design of the Preferred Alternative has been refined in response to feedback from the public and stakeholders. The below tables demonstrates that travel speeds improve in both the morning and evening peak hours:

Peak Period	Corridor	Travel Lanes	Alternative (mph)		
			No Build	Preferred	Difference
AM Peak	I-495 Outer Loop from I-270 West Spur to George Washington Memorial Parkway	GP Lanes	35	50	+15 mph
		HOT Lanes	-	62	+27 mph
	I-495 Inner Loop from George Washington Memorial Parkway to I-270 West Spur	GP Lanes	38	55	+17 mph
		HOT Lanes	-	63	+25 mph
PM Peak	I-495 Outer Loop from I-270 West Spur to George Washington Memorial Parkway	GP Lanes	22	52	+30 mph
		HOT Lanes	-	63	+41 mph
	I-495 Inner Loop from George Washington Memorial Parkway to I-270 West Spur	GP Lanes	14	15	+1 mph
		HOT Lanes	-	62	+48 mph

Peak Period	Corridor	Travel Lanes	Alternative (mph)		
			No Build	Preferred	Difference
AM Peak	I-270 Northbound from I-495 to I-370	GP Lanes	55	61	+6 mph
		HOT Lanes	-	63	+8 mph
	I-270 Southbound from I-370 to I-495	GP Lanes	44	45	+1 mph
		HOT Lanes	-	62	+18 mph
PM Peak	I-270 Northbound from I-495 to I-370	GP Lanes	27	27	0 mph
		HOT Lanes	-	45	+18 mph
	I-270 Southbound from I-370 to I-495	GP Lanes	57	58	+1 mph
		HOT Lanes	-	63	+6 mph

## B. New Hampshire BRT

A comment was received suggesting that there was an error in the constrained element and plan document regarding the extent of the Montgomery County, MD New Hampshire BRT project limits. The project sponsors provided clarifying information as to why the constrained element and other text regarding this project are correct. The commentor also suggests that the project completion date be accelerated.

### Comment Excerpt:

*"I have two specific points regarding the Montgomery County New Hampshire BRT, PIT #CE3672.*

*The text and charts in the Draft and the Appendices incorrectly identifies the southern terminus of the Montgomery County New Hampshire BRT as the Takoma Metro. The graphic more correctly shows the terminus as Eastern Avenue at New Hampshire Avenue.*

*The New Hampshire BRT, as planned, will terminate at the Fort Totten Metro Station in The District. Although the documentation submitted in 2018, specifies Eastern Ave (The District Line), the plan has always been to connect the New Hampshire Corridor to the Metro at Fort Totten. It appears that the confusion regarding which Metro Station may have begun with then-Director Roshdieh's letter of January 16, 2018 which incorrectly provided the Takoma Metro as the terminus. The Project Form submitted with that letter however shows Eastern Ave as the terminus.*

*Having Visualize 2045 correct and acknowledge the Fort Totten terminus would clarify how this congested corridor would finally achieve efficient transit service.*

*A Comment on Timing:*

*In collaboration with Montgomery County Department of Transportation, please reassess the completion date for this project. Having a goal of 2030, 2035 or even 2040 would be an improvement for this under-served community.*

#### **Montgomery County Department of Transportation Response**

Thank you for these comments. The comment is correct that the concept has been for this service to connect to the Fort Totten Metro station. The planning study now underway will more definitely identify the project limits. Any infrastructure improvements included beyond Eastern Avenue would be in the District of Columbia, and DDOT would need to identify them in their element of the LRTP. In terms of the completion year, it could be earlier than 2045 depending on funding availability and the nature of the project that emerges from the planning study.

#### **District of Columbia Department of Transportation Response**

DDOT is always pleased to coordinate with our neighboring jurisdictions to improve mobility throughout the region. Montgomery County has been in touch with DDOT's Transit Delivery Division regarding this project and discussions are currently ongoing about the potential to extend the project beyond Eastern Avenue to the Fort Totten Metro Station

## **PROJECTS IN VIRGINIA**

### **C. Belmont Ridge Road Reconstruct/VA 234 Bypass Extension North (CE1897)**

#### **Comment Excerpt:**

*"The description of this project in Appendix B of the Draft LRTP (Summary of Projects in the Fiscally Constrained Element) describes relocating and widening VA 659 from where it intersects with VA 234 at the Prince William/Loudoun County boundary to where it intersects with US 50, and then widening the remaining portion of VA 659 all the way north to VA 7. However, the description of the proposal with the same identification number (CE 1897) in Appendix C (AQC analysis) of the Draft LRTP refers to construction of the "VA 234 Bypass Extension North" beginning at the current terminus of the VA 234 Bypass at I-66 and extending north to US 50. The discrepancy between these differing descriptions attached to the same project number must be addressed for the public to even understand what this project is.*



*The confusion regarding the differing descriptions notwithstanding, we read both projects as possibly encompassing some portion, or all, of the highly controversial Bi-County Parkway proposal—a destructive and incredibly costly project that would form a key segment of an outer beltway around Washington, D.C. and fuel sprawling development patterns in some of the few remaining rural areas in northern Virginia. It would also cause significant damage to valuable historic and environmental resources such as Manassas National Battlefield Park and a number of headwater streams that source the Occoquan Reservoir—an important component of the regional water supply for northern Virginia.*

*Regardless of what name may currently attach to it, a major highway linking I-66 with US 50 that runs alongside the western border of the Manassas Battlefield and cuts through the rural lands to the north of the Battlefield would spur more driving and automobile-dependent development, and it therefore should not be included in the region’s long-range transportation plan.”*

#### **Virginia Department of Transportation Response**

We agree that this project title and description is confusing. Staff will work with TPB to update the title and description for the update to Visualize 2045.

#### **Prince William County Department of Transportation Response**

As part of the Prince William County Comprehensive Plan Mobility Chapter Update, staff will be focusing on analyzing local improvements and solutions.

#### **D. US 15 Widening between Battlefield Parkway and Montresor Road (CE3738) Comment Excerpt**

*“We continue to have serious concerns with the proposal to widen a segment of this National Scenic Byway because it would attract more traffic—especially regional trips—to the historic corridor. Further, once one portion of the road is widened to four lanes, the new bottlenecks it generates upstream will generate pressure to widen the next segment. The result is a wasteful and repetitive cycle of successive and expensive widening projects that simply shift the location of congestion while destroying the historic character of the corridor. Indeed, Loudoun County is already considering amending its comprehensive plan to include widening the next section of US 15 to the north to address congestion expected to worsen along that segment after the proposed widening between Battlefield Parkway and Montresor Road is complete. An alternative approach that manages traffic flow on US 15 north of Leesburg with traffic-calming improvements and roundabouts would be both effective and protective while inducing less traffic, so we urge you to remove the proposed widening from the LRTP.”*

#### **Loudoun County Department of Transportation Response**

The [US 15 Widening between Battlefield Parkway and Montresor Road](#), is already under design and is fully funded, including NVTAs 70% funds. The project has received design endorsement from the Loudoun County Board of Supervisors. The design of the segment of Route 50 between Montresor Road and Point of Rocks is being presented to the Board of Supervisors remains under consideration and will be presented to the Board of Supervisor’s at a future meeting.

#### **E. Manassas National Battlefield Park Bypass (CE3061)**

##### **Comment Excerpt**

*“Although we support removing through traffic from the portions of US 29 and VA 234 that cross the Manassas Battlefield, we have long opposed the so-called Manassas National Battlefield Park*

*Bypass as an appropriate or even viable means of doing so. Much like the Bi-County Parkway discussed above, this project would promote construction of a sprawl-inducing outer beltway and inflict serious damage on the Battlefield. Instead of surrounding the northern half of the Battlefield with a new highway, alternatives should be pursued. These include shifting east-west traffic on US 29 in the vicinity of the Battlefield to I-66 (which is currently being expanded), and smoothing north-south traffic flow by building roundabouts at the intersections of VA 234 with Pageland Lane and VA 659. The proposed bypass should be removed from the LRTP.”*

### **Virginia Department of Transportation Response**

The construction and alignment of Manassas Battlefield Bypass was tied to the construction of Bi-County Bypass. The Bi-County Bypass has been removed by Prince William County from the County’s Comprehensive Plan. VDOT is unable to proceed with further design or right of way acquisition for the CTB-approved West Two alignment (Bi-County Bypass) due to significant opposition expressed for that alignment from the public and several legislators, lack of locality consensus about the preferred alignment, and uncertain funding prospects since applications for competitive funding programs are submitted by localities or NVTVA.

The Manassas Battlefield Bypass (planned as a new construction road from US Rte 29 west of Centreville to East of Gainesville via Rte 234) status is “on hold” pending decision by National Park Service (NPS) to proceed with Environmental Study.

Here is the link to NPS site showing the road alignment:

[https://www.nps.gov/orgs/1548/upload/Manassas\\_Bypass-03\\_2016.pdf](https://www.nps.gov/orgs/1548/upload/Manassas_Bypass-03_2016.pdf)

The yellow line on the map starting at “Interstate 66” and ending at State Route 234 (black line to the North) indicates the Bi-County alignment.

NPS decision is shown on the following web

page: <https://parkplanning.nps.gov/projectHome.cfm?projectId=39958>

Last paragraph is copied below for your convenience, summary is shown on the highlighted link;

*“This Draft Environment Impact Statement was published in 2005*

*- [https://parkplanning.nps.gov/battlefield\\_bypass\\_DEIS](https://parkplanning.nps.gov/battlefield_bypass_DEIS)*

*Due to the period of time that has passed since the 2005 Draft EIS, and changes in the land use in some areas surrounding the park, the National Park Service has decided to not pursue the Battlefield Bypass Final EIS at this time. This decision has been documented in the Federal Register on February 9, 2018 - <https://federalregister.gov/d/2018-02602> .”*

### **Prince William County Department of Transportation Response**

The Manassas Battlefield Parkway is currently in Prince William County’s Comprehensive Plan. As part of the Prince William County Comprehensive Plan Mobility Chapter Update, staff will be analyzing multiple options in the Traffic Demand Model, including the Manassas Battlefield Parkway and Route 29 Alternate Road, to alleviate current congestion and meet traffic future demands for the project area.

### **Fairfax County Department of Transportation Response**

Fairfax County Department of Transportation awarded a Design-Build contract to Shirley Contracting Company in June 2020 to widen Route 28 within Fairfax County from the Prince William/ Fairfax County line (Bull Run bridge), north to Upperridge Drive/ Old Centreville Road (just south of RT 29)





from four to six lanes (three lanes in each direction). Substantial completion is expected by summer 2023, with final completion by late 2023.

Prince William County has proposed the Manassas RT 28 Bypass. Fairfax County has been and will continue to coordinate with Prince William County as they develop this project, but Fairfax County is not providing any funding for this project.

#### **F. VA 28 Manassas Bypass (CE1865)**

##### **Comment Excerpt**

*“In addition to encouraging more single-driver trips, this poorly conceived project raises major water quality and environmental justice concerns and would damage parkland and historic resources. The proposed highway would cut through two census tracts included as COG Equity Emphasis Areas, and Prince William County officials recently estimated the project could require taking more than 60 homes—including up to 16 mobile homes in a mobile home park where most of the residents are Hispanic.<sup>8</sup> Options to improve the existing Route 28 corridor should be prioritized over building a new highway through this sensitive area, and this proposal should not be included in the LRTP.”*

##### **Prince William County Department of Transportation Response**

Prince William County continues to support efforts to improve existing Route 28 through operational and safety improvements identified in the VDOT Route 28 STARS study. The Route 28 Bypass was the preferred project location identified in an extensive planning effort that began in 2016 and endorsed by the Board of County Supervisors in September 2020, to provide the greatest long-term positive impacts on traffic congestion at the lowest cost. Since the Board endorsed the Bypass, Prince William County has hosted eight public meetings, including meetings focused exclusively on environmental and right-of-way impacts, and continues to work with the community to mitigate these impacts through the design phase. The County is also installing flood gauges and evaluating options for additional efforts as part of the project to reduce the flooding that occurs in this area.

#### **G. Northstar Boulevard between Tall Cedars Parkway and Braddock Road (CE3737)**

##### **Comment Excerpt**

*“Widening this existing stretch of Northstar Boulevard would increase pressure to construct a major limited-access highway along this corridor that would induce driving and accelerate development in more rural areas farther to the south. We understand the need to address transportation challenges in the vicinity of Arcola, but any widening of this existing segment should be designed with a low design speed and traffic calming features to ensure it serves a local collector purpose.”*

##### **Loudoun County Department of Transportation Response**

This project provides for the planning, design, right-of-way acquisition, and construction of the remaining two lanes of Northstar Boulevard between Tall Cedars Parkway (Route 2200) and Braddock Road (Route 620). The project will include a shared-use path along the new travel lanes, a grade separated pedestrian crossing of Northstar Boulevard to facilitate pedestrian access to John Champe High School, modification of new traffic signals where warranted. Construction is currently planned for 2028.

# ATTACHMENT A - COMMENT COMPILATION AND LETTERS RECEIVED

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240-314-5000  
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April 29, 2022

Hon. Pamela Sebesky  
Chair, Transportation Planning Board  
777 North Capitol Street, NE  
Suite 300  
Washington, DC 20002-4239

Re: TPB Climate and Transportation Plans

Dear Chair Sebesky, Vice Chair Collins, Vice Chair Henderson, and members of the TPB,

The Rockville Mayor and Council hereby submits comments in response to the TPB request for comment released on April 1, 2022 ([DRAFT-FINAL 2022-Update-to-Visualize-2045 LRTP.pdf \(visualize2045.org\)](#)). We continue to see this as a plan from the 1980's with no regard for today's values of equity, inclusion, and protection of our environment. Buried in the over 1,400 pages released, item T6432 on page 95 of Appendix B includes text stating that the Op Lanes Maryland Program Development *will* move forward along the entirety of I-495 from the American Legion Bridge to the Woodrow Wilson Bridge (text below).

"Planning, preliminary design, and full delivery stream restoration activities in support of the Op Lanes Maryland program, which will implement high-occupancy toll (HOT) lanes along I-270, between I-495 and I-70, and I-495, between the American Legion and Woodrow Wilson bridges."

This text contradicts the TPB vote of July 21, 2021, that identifies most of this area only for **study** ([Resolution R2-2022 - Add MDOT TRP and transit commitments3.pdf](#)).

The 'clarification' offered on the TPB web page ([Clarification-in-Response-to-Sierra-Club-Press-Release .pdf \(visualize2045.org\)](#)) gives little comfort since it validates the main thrust of the Sierra Club communique. From the penultimate bullet of the 'clarification':

"The funding amount listed is for the planning, preliminary engineering, and design of the southern segment that has been approved for construction and funding for studying the eastern segment that has NOT been approved for construction."

The clarification says that the TPB will "work with MDOT to clarify the description".

MAYOR  
Bridget Donnell Newton

COUNCIL  
Monique Ashton  
Beryl L. Feinberg  
David Myles  
Mark Pierzchala

CITY MANAGER  
Robert DiSpirito

CITY CLERK/DIRECTOR OF  
COUNCIL OPERATIONS  
Sara Taylor-Ferrell

CORPORATE COUNSEL  
Robert E. Dawson

Rockville is unconvinced that the original wording was accidental. It seems to us that the continual shifting of the title and scope of the project is intended to ensure public confusion and therefore completion of the entire project as originally proposed. The omission of this area from construction was an important reason that several jurisdictions reversed their positions from the June 16, 2021, TPB vote. This is important to the City of Rockville because the June 16, 2021, TPB vote deleted the entire Op Lanes Maryland project, including the I-270 portion.

The Op Lanes Maryland project will not address congestion where it truly occurs (north of Clarksburg) where 6 lanes change to 4 and then 2. The Op Lanes Maryland Project threatens nine (9) abutting neighborhoods of the City of Rockville, 5 parks and open space where animals and fowl have found respite from previous habitat destruction. The Op Lanes Maryland project will further contribute to climate change through increase of traffic, due in turn, to further development sprawl. The climate change impacts include greenhouse gas emissions which will be in conflict with the goals as stated by TPB.

Recent international events, including the pandemic and Russia's invasion of Ukraine, remind us that the international supply of oil is volatile and that consumers in the U.S. and throughout the world remain vulnerable to large swings in fuel prices. The Op Lanes Maryland project will exacerbate this situation by increasing demand for fossil fuels.

The City of Rockville encourages the TPB to reconsider this entire proposal with its roots in a pre-pandemic era, to review the environmental costs associated with adding more pavement, air and noise pollution, and destruction of natural habitats. We ask that you consider the changes in workplace arrangements with more flexibility for work from home and tele-med visits. The environmental and social injustices that we are finally acknowledging and working towards remediating will be negated by a pay to drive system on one of our Regions most important corridors.

The Op Lanes Maryland Program, like its counterpart in Virginia, works for those who can and want to afford the toll lanes, and by design, keeps those who cannot or will not, in continual and planned-for congestion. That's why it doesn't work in Virginia and it why it won't work in Maryland. Please reconsider and support a plan that includes alternatives that addresses our mutual goals of

Equity, Inclusion and Protection of our Climate.

Sincerely,

  
Bridget Donnell Newton, Mayor

  
Monique Ashton, Councilmember

  
Beryl L. Feinberg, Councilmember

  
David Myles, Councilmember

  
Mark Pierzchala, Councilmember

Mayor and Council, City of Rockville

cc: Chuck Bean, Executive Director of Metropolitan Council of Governments  
Kanti Srikanth, TPB Staff Director; COG Deputy Executive Director for  
Metropolitan Planning



April 13, 2022

The Honorable Pamela Sebesky, Chair  
National Capital Region Transportation Planning Board  
777 North Capitol Street, NE, Suite 300  
Washington, D.C. 20002

Dear Chair Sebesky:

Thank you for providing an opportunity to comment on the draft air quality conformity analysis for the 2022 amendment to the Visualize 2045 plan. MWAQC has reviewed the above analysis and concurs that the transportation sector emissions associated with the proposed transportation plans meet the motor vehicle emissions budgets (MVEBs) in the 2008 Ozone National Ambient Air Quality Standard (NAAQS) Maintenance Plan.

However, the 2022 amendment to the Visualize 2045 plan continues to require the use of Tier 2 transportation buffers for 2025 and 2030. Therefore, TPB had to use the Tier 2 MVEBs buffers for demonstrating conformity in those two years. MWAQC urges TPB and its members to give particular focus to projects that would reduce air pollution emissions from the transportation sector so that future mobile emission budgets remain within Tier 1 MVEBs to fully protect the health of our residents.

The draft Design Value data for ozone for the Washington region for the period 2019 through 2021 is 70 ppb parts per billion (ppb). This shows that the region is barely in compliance with the 2015 ozone NAAQS despite the low 2020 data resulting from pandemic related restrictions. Therefore, the region needs to continue reducing its emissions to maintain this compliance in the future. The base year 2017 emissions inventory for the region submitted to EPA in 2020 shows onroad sources to be the greatest contributor (39%) of NOx emission in the region. Therefore, it is essential that the region reduce its emissions further in order to keep complying with the 2015 ozone NAAQS from all sources, including on-road mobile sources.

MWAQC notes that the region also is experiencing an increase in total VMT along with an increase in population and job growth. Therefore, we urge TPB's continued investment in VMT and emission reduction strategies such as public transit, ride-sharing, pedestrian and bike infrastructure, other travel demand management strategies, and Transportation Emission Reduction Measures (TERMS) to reduce future growth in vehicle emissions.

Thank you again for the opportunity to comment on the draft conformity analysis for the 2022 amendment to the Visualize 2045 plan.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Takis Karantonis'.

Hon. Takis Karantonis  
Chair, Metropolitan Washington Air Quality Committee



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Canek Aguirre, Chair, Access for All Advisory Committee  
**SUBJECT:** AFA Comments on the Visualize 2045 Draft  
**DATE:** May 1, 2022

---

At the April 8, 2022 Access for All Advisory (AFA) Committee meeting, TPB staff presented on the region's long-range metropolitan transportation plan, Visualize 2045. A question/comment session followed the presentation, from the perspective of the populations the AFA represents, traditionally underserved communities. Due to time constraints and to capture comments from those who could not attend, a follow up email was sent to AFA members with materials and instructions for additional comment.

The AFA had 4 summary comments and the following pages categorize them. Comments are organized in two categories: general recommendations and specific recommendations.

In making these recommendations the AFA wants to stress to the TPB the importance of increasing access to all modes of transportation for traditionally underserved communities by decreasing equity disparities.

### **GENERAL RECOMMENDATIONS**

#### **THE AFA RECOMMENDS THAT VISUALIZE 2045:**

- Prioritize alternatives to driving
  - Provide more incentives for not driving to work and for using of public transportation
  - Expand the construction and use of bike and walking trails
  - Promote teleworking
  - Increase light and commuter rail frequency by MARC and VRE
- Promote the use of electric vehicles to reduce greenhouse gases by increasing electric bus fleets across the region
- Increase funding and opportunities for implementing transportation projects by encouraging public/private partnerships, especially in jurisdictions that don't have enough funding to support their projects
- Reduce accidents, road Rage, and fatalities on the region's roads by enforcing speed
- Reduce congestion on the region's roads

## **SPECIFIC RECOMMENDATIONS**

### **THE AFA RECOMMENDS THAT VISUALIZE 2045 and the TPB should:**

- Analyze the impact of congestion on quality of life for people with disabilities who cannot drive themselves and are most likely to be in a core area that is close to downtown so they can access public transit or paratransit
- Analyze demographic change for a particular population, like the percentage of people with disabilities, when looking at the change in population
- Measure mobility for things that do not involve jobs, like walking to worship, recreational activity, visiting family, etc
- Consider a special/partial analysis of the impacts of COVID on things like congestion and transit use
- Consider separating out the percentages of biking vs. walking and make efforts to reach out to all populations, not just the younger people who bike who would be more likely to respond to a survey
- Extend the Metrorail system in locations with expected future growth to relieve congestion. For example, Indian Head Highway in southern Prince George's County, and in Charles County
- Incorporate Superconducting Magnetic Levitation into the transportation matrix



**Comments Received on the Draft Visualize 2045  
Long-Range Transportation Plan, Draft Air Quality Conformity Analysis of the  
Constrained Element of Visualize 2045, and the Draft FY 2023-2026 TIP**

**Visualize 2045**

**Submitted by: A non-profit**

*Mayer, Doug* *Annapolis, Maryland 21401*

*Traffic Relief NOW*

Subject: Traffic Relief NOW Coalition Letter to TPB

Please find attached a coalition letter to TPB signed by Traffic Relief NOW Coalition Members.

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*Conca, Cheri* *Leesburg, Virginia 20176*

*Sierra Club Virginia Chapter*

Subject: Visualize 2045

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**Submitted by: An individual**

*Kistler, Jacqueline* *Silver Spring, Maryland 20910*

Subject: Strong Opposition to Widening 495

As a homeowner and resident of one of the communities that would be directly impacted by the project, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. The pollution, reduction to parks and green space, and the impact on trees in our community is unacceptable. That the project would impact 15 parks and over 1,200 trees is devastating. At a time when our nation is grappling with climate change, all investments in transportation should be green or to encourage more environmentally friendly modes of transportation. Let's make public transportation the future of Montgomery County and enrich our future with preservation of our parks and green space and reduced emissions. I reiterate that I remain strongly in opposition to widening 495 fully, beyond the American Legion Bridge.

---

*Glaw, Lydia* *Gaithersburg, Maryland 20878*

Subject: Plan needs to address climate

Dear TPB Chair Sebesky and Board members, This draft of Visualize 2045 does not reduce emissions any more than the last one, despite 84% of residents calling for it. The proportion of spending on highway expansion vs. transit is very skewed. There is no real focus on attempting to shift commuters to transit. Please make the the following feasible changes to Visualize 2045: - Set specific goals: emissions reduction, electric vehicles (20 to 25% of vehicles on the road by 2030), and reduction of per capita passenger vehicle miles traveled by 15 to 20% by 2030. - Pursue walkable, transit-oriented land use; provide commuter benefits that encourage transit; invest in electric vehicle infrastructure and programs. -Don't expand highways - it's unnecessary and induces more driving and sprawl. Sincerely, Lydia Glaw

---

*Wasserstein, Joyce* *Bethesda, Maryland 20817*

Subject: Widening Beltway 495

Having lived in the neighborhood that will be directly impacted by widening the Beltway, I know well the concerns of those living there. Despite Gov Hogan's promise that "not a single home will be destroyed," in fact several will be demolished to create the exit ramp onto Colesville road and the character of the neighborhood will be impacted very negatively. The construction will take property from Blair High School, the YMCA and part of Holy Cross Hospital. This area in Silver Spring is densely populated and neighborhoods are close knit. Encroaching on these areas for a wider highway is short-sighted and a very negative step for the county.

---

*Hemming, Heidi* *Silver Spring, Maryland 20910*

Subject: Beltway Widening

I have lived in my silver spring neighborhood that adjoins 495 for 20 years and I know that traffic congestion is a problem. But widening the beltway is not the answer. This project would destroy my neighborhood, one that is full of smaller, more affordable housing where many immigrant families live. Toll lanes are a regressive tax that is all about profit for the construction company and its shareholders. Creating toll lanes on the beltway would disproportionately hurt lower and even medium income people and in the end, not solve the problem of traffic. In fact, it could lead to more congestion in the free lanes and on adjoining roads, not to mention make any kind of commuting a living hell while being constructed. Estimates are that 500 acres of tree canopy will be lost, not to mention the degradation of waterways. Public roads should be public and I and my neighbors should not have to pay as much as 40\$ to drive the length from 370 to 270. Why are we being ignored? Please listen!!!

---

*Patti, Kevin*

*Silver Spring, Maryland 20910*

20910

Subject: 495

Please don't expand the beltway. It is the wrong response to the problem we face with traffic. If the project goes forward, I am sure it will have a negative effect on my home and neighborhood which is close to 495 in Silver Spring. In addition the project would have a unjust effect on the Order of Moses Cemetery on Seven Locks Road.

---

*Fallon, Angela*

*Silver Spring, Maryland 20910*

Subject: Stop Beltway Expansion

As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. Evidence demonstrates no long term reduction in traffic with lane expansions. We need public transportation expansion and to preserve our green belts and neighborhoods. This is also an environmental problem. Rather than decreasing Maryland's emissions and carbon footprint, this plan destroys mature trees and decreases our children's green space. Let's make public transportation the future of Montgomery County. In cities and suburbs with excellent public transport, civil society is stronger, carbon footprint is lower, and property values go up (raising revenue). Let's enrich our county with east accessibility to business/shopping centers and decreased car ownership/use - both of which redirect money into the economy and tax revenue. Let's enrich our future with preservation of our parks and green space and reduced emissions.

---

*Daugherty, Megan*

*Falls Church, Virginia 22044*

Subject: Don't Widen the roads

Widening the roads has proven not to assist with traffic. Instead, we should work on increasing the availability of public transport. Why not start with opening the silver line extension and increasing the number of trains?

---

*Powers, Stephanie*

*Silver Spring, Maryland 20904*

Subject: The Beltway should not be expanded in Maryland

Please do NOT expand 495 in Maryland. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. Ongoing studies have not predicted any long term reduction in traffic with lane expansions, nor has this ever worked historically; traffic always increases to fill new roadways. We need public transportation expansion and plans which preserve our green belts and neighborhoods. Environmentally speaking, rather than decreasing Maryland's emissions and carbon footprint, this plan destroys mature trees and decreases our family's green spaces. Let's make public transportation the future of Montgomery County. In cities and suburbs with excellent public transport, civil society is stronger, carbon footprint is lower, and property values go up (raising revenue). It is also a much more cost effective solution. We need to prioritize public transportation above car-centric suggestions.

---

*Hicks, Neal*

*Arlington, Virginia 22204*

None

Subject: Invest in biking and micro mobility

The most efficient way to travel in this region is to bicycle to the metro and take your bike on the train to your next destination. I live 1 mile from Ballston and it is very easy to bike there and use Metro to get into DC. Currently, it is difficult to take your bike onto the train and get inside metro stations. We should find ways to make it easier to bring your bike into the station and also bring it onto an actual train. Right now I find I am in the way of other commuters and would love if I had a dedicated train car to put my bike up onto a hook vertically. Also, please remove cars from Wilson blvd in Arlington from Ballston to Clarendon. It would do so much for this region. Look to NYC open streets and king street in Alexandria. No one is begging to bring cars back there

---

*Holland, Frank*

*SILVER SPRING, Maryland 20910*

Subject: Misguided Beltway Expansion

As a current homeowner in Woodside Forest and a native Californian with a deep historical understanding of the negative impacts of freeway expansion on urban and suburban communities, I beg you to reconsider the plan to widen the Beltway through Montgomery County. There is ample evidence that increasing freeway capacity does not reduce traffic in the long term. Indeed, look at LA and the Bay Area, which have been building freeways for decades and still boast the nation's worst traffic. In addition to facilitating increased GHG emissions and noise pollution, the Beltway expansion will destroy large swaths of neighborhoods and green space in a way that directly contradicts best practices for smart growth and environmental quality. Across the nation, cities and counties are grappling with the ill-conceived highway construction of the past. Please don't do it for the sake of our children, our homes, our neighborhoods, and our planet - do not ignore the hard-earned lessons of the past.

---

*Silver, Ellen*

*Silver Spring, Maryland 20910*

Subject: Do not expand the Beltway

As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. Evidence demonstrates no long term reduction in traffic with lane expansions. We need public transportation expansion and to preserve our green belts and neighborhoods. This is also an environmental problem. Rather than decreasing Maryland's emissions and carbon footprint, this plan destroys our green spaces. Public transportation should be the future of Montgomery County. In cities and suburbs with excellent public transport, civil society is stronger, carbon footprint is lower, and property values go up (raising revenue).

---

*Davison, Jennifer*

*Silver Spring, Maryland 20910*

Subject: beltway expansion

As a Montgomery County and Woodside Forest resident, I'm concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. Evidence demonstrates no long term reduction in traffic with lane expansions. We need public transportation expansion and to preserve our green belts and neighborhoods. This is also an environmental problem. Rather than decreasing Maryland's emissions and carbon footprint, this plan destroys mature trees and decreases our children's green space. Let's make public transportation the future of Montgomery County.

---

*Yuan, Morgan*

*Silver Spring, Maryland 20910*

Subject: Beltway expansion

Please remove the beltway expansion from the long-range plan - many of us live in close proximity to the beltway already and this would present not only a personal nuisance to us but overall would degrade the quality of the community. Why don't we focus on improving public transportation and reducing the number of cars on the road guzzling gas overall instead?

---

*Wall, Rebecca*

*Silver Spring, Maryland 20910*

Subject: Don't expand the beltway

I am writing to express my vigorous opposition to the plans for Beltway expansion through the Silver Spring area. Doing so will compromise vulnerable park systems (Sligo Creek, Rock Creek) further and destroy neighborhoods. Expanding the beltway is a step in the wrong direction. We should be investing in mass transit systems, not paving more greenspace to add even more cars to the roads. The plans for the Beltway expansion through Maryland have not shown that they would bring a clear benefit to the surrounding communities. I am writing to express my vigorous

opposition to the plans for Beltway expansion through the Silver Spring area. Doing so will compromise vulnerable park systems (Sligo Creek, Rock Creek) further and destroy neighborhoods. Expanding the beltway is a step in the wrong direction. We should be investing in mass transit systems, not paving more greenspace to add even more cars to the roads. The plans for the Beltway expansion through Maryland have not shown that they would bring a clear benefit to the surrounding communities.

---

*Schauf, Lauren*

*Silver Spring, Maryland 20910*

Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

I am saddened and horrified that such an environmentally destructive plan is being considered. The losses of mature trees, green space, habitat, and suburban nature are not small. Now is the time we need to be protecting these treasures and preserving these healthy natural spaces for our children. Please do not destroy such a resource in our community. Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer. Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities. Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

---

*Vasse, Mary*

*Silver Spring, Maryland*

*Potomac Conservancy*

Subject:

I am Montgomery County resident, I believe the Transportation Planning Board makes a huge mistake with the draft long range plan's inclusion of an expanded beltway through the northern section, from 270 to the east. It defies the July 2021 decision. Is irresponsible and will be ineffective. Let's do better. Let's NOT add toll lanes to the majority of the Beltway. If you need more lanes between 270 and the bridge, that's the only part that makes sense from a traffic management perspective. I have a graduate degree in regional planning. Evidence shows no long term reduction in traffic with lane expansions. Let's be proud of our region for solving a traffic problem with a real solution - public transit. Instead of making this a has-been community with a degraded environment. Let's enrich our county with a clean environment, business centers and accessibility. All of this will add tax revenue and economic success. An expanded Beltway throughout this plan will not. -Mary Vasse Why do you support wrecking our local environment?

---

*Peabody, David*

*Alexandria, Virginia 22305*

Subject: Visualize 2045

I am concerned that the Visualize 2045 Plan makes no substantive changes in transportation policy and simply offers a BAU approach to more roads, more traffic, and more ghg emissions. For economic reasons alone, not to mention climate change component, this plan is fundamentally flawed. It is flawed because it does not consider the huge disruption now underway in transportation: the advent of autonomous on-demand electric vehicles (AODEVs). This disruption is already underway and by 2030 will be here. The change will be simple but profound: instead of nearly every individual owning a car that is parked 96% of the time, fleets of AODEVs, with each vehicle in use 96% of the time, will provide the transportation needs of most of the population. Economics is driving this, because individual's cost of transportation will drop ten-fold with the advent of transportation as a service (TAS). (see concluding comments below) continued from above... The implications of this for our transportation system, and indeed the economy itself, are profound. Because the number of vehicles on the road will be decimated, we will no longer need the vast network of roads and parking areas you now plan to expand. It is totally irresponsible for anyone in transportation planning not to take this disruption into account. To learn more about it, listen to Stanford professor Tony Seba's 2020 keynote address to the North Carolina DOT Transportation Summit. ( <https://www.youtube.com/watch?v=y916mxioi0E>)

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*Muchnick, Allen*

*Manassas, Virginia 20110*

Subject: Visualize 2045 Financial Plan (Appendix A)

It would be instructive to both transportation decision makers and the general public if the Financial Plan for Visualize 2045 also broke down the various sources of transportation revenue by the nature of the various taxes and fees. In particular, the various revenue sources should be reported & aggregated by 1) motor vehicle user fees (e.g., federal and state fuel taxes, state vehicle registration fees, state taxes on motor vehicle sales, mileage fees, parking fees, tolls), 2) general revenue sources (e.g., retail sales taxes, local real property tax support, real estate grantor's tax, transient occupancy tax, state and federal general fund support, private sector) and 3) transit fares. Most motorists falsely believe that motorist user fees fully cover the capital, operating, and maintenance costs for the region's roadways and that bicyclists and pedestrians are freeloaders who don't actually pay for the infrastructure they already use or the improvements they may seek.

---

*Withheld, Name*

*NVA, Virginia 20000*

Subject: Transportation Capacity

An aggressive work from home posture during COVID-19 solved the NCR's transportation challenges almost completely. No capacity became excess capacity almost over night. Now, executives expecting that their professional staff resume their daily commute should be required to have a much greater level of skin in the game for transportation cost-sharing now that their shortsightedness and arguably obsolete cling to daily office life has been shown to be unnecessary. Aggressive tax overlays should be applied to the NCR business districts to compel corporations contributing to congestion to subsidize regional transportation improvements if we're just going to pretend we didn't learn any lessons since 2019. Relief from these taxes should be tied to a progressive telework program.

---

*Patwardhan, Kripa*

*Herndon, Virginia 20171*

Subject: please help foster a shift AWAY from car culture!

Any plan that is remotely serious will involve making it easier to not drive and discourage driving and car ownership. We need to reduce VMT altogether. That's it.

---

*Landry, Gail*

*Gaithersburg, Maryland 20877*

Subject: Vision for a better transportation future

The pandemic propelled lifestyle changes and we discovered new interests that are beneficial even as the virus wains. One of them is the desire to have more walkable cities and neighborhoods with parks and green spaces that keep us in touch with our natural world. I believe provisions for outdoor dining should be continued, possibly rerouting traffic and narrowing streets with lower speed limits to enhance pedestrian and bicycle safety. We need protected bike lanes that connect to park trails and allow bikes to access public transportation and be a viable mode of transit. Complete streets will support multimodal transportation with priority bus lanes. Streets and parkways should be occasionally blocked from vehicle traffic for neighborhood block parties. Vehicle accessibility does not require the use of every street and fairway to navigate the city. We have experienced these provisions during our two year jaunt with Corona virus and grown to like the diversions from our car culture. Vision Zero must be implemented for pedestrian and bike safety which is greatly lacking in Montgomery County, and a leading us to choose to drive unnecessarily. The goal is to reduce air pollution and greenhouse gas emissions by reducing vehicle traffic and congestion. Our physical stamina will increase as we walk rather than drive, enjoying the sights and sounds of the city. Denser and affordable housing near Metro and MARC will encourage us to leave our cars in park and ride transit. Free bus service and special deals on Metro will accommodate frontline workers who don't own cars. Transit needs to be reliable and maintained so we can arrive at jobs and appointments on schedule or it is useless and encourages single-vehicle driving. These are not unachievable goals and will boom our economy and improve the life of DMV residents, if these investments are made in transit and the infrastructure.

---

*Malpeli, Eric*

*Arlington, Virginia 22207*

Subject: TPB Comment

The plan is heavily biased towards new freeway construction. For example, on page 175 the document states the Visualize 2045 update calls for 682 new lane miles of expressways and freeways. The same page says the envisioned expansion of metro rail and light rail combined is five miles. Only 87 miles of BRT are added and 16 miles of commuter rail. Significantly more emphasis should be given to mass transit, particular in already built up urban and suburban areas that can absorb more people through more density and improved transit. This would be financially more viable for local governments than new greenfield development.

---

Ward, Steve

McLean, Virginia 22012

Subject: Re-Balance Visualize 2045 Plan

The draft plan needs to be reworked to:

- Prioritize infrastructure spending to shift more travel to transit, biking, and walking.
- Expand existing and build new trail and shared use path networks and install connected and protect bike lane networks.
- Set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and expand bike share networks featuring e-bikes.
- Alter plans to reduce per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary.
- Adopt a plan that will foster more walkable, transit-oriented communities.

---

McMahon, Melissa

Alexandria, Virginia 22314

Subject: Draft Visualize 2045 Plan doesn't get us where we need to go

To whom it may concern, I'm writing a short personal note to emphasize how disappointing the current draft 2045 plan is with respect to helping the region achieve its mobility, land use, equity and sustainability goals. There is no progress in reducing greenhouse gas emissions or car dependence from TPB's previous plan. We must reduce car dependence. It devotes twice as much to highway and road capacity expansion compared to expanding pedestrian, bicycle and transit networks. This makes no sense when the latter investments most strongly achieve our goals. The plan can be improved by setting specific numeric targets for shifting more travel to non-auto modes and for adopting electric vehicles for other travel, and it needs to shift its investment to projects that better support the region's goals for walkable, bikeable and transit-friendly communities. Please revise this plan to take the lead in moving us toward a sustainable and equitable future.

---

Villemarette, John

Kensington, Maryland 20895

PPC, LLC

Subject: Visualize 2045 Plan

The document does not present well online and certainly is not written as a Vision for 2045. It contains endless detail on SHA and its standard way of doing business. It contains no forward thinking. I would of thought given the evolution in transportation, integration of climate and environment, and increased human interaction it would of been something more than this. First off, for public viewing it should be accessible via smart phone. It needs serious editing to remove all that static business as usual verbiage. Bike path construction is constrained due to funding source, priority is given to "black, areas of poverty or both" to make sure their not "racist", is this the vision? Are there racist roads, bike paths, and sidewalks? Who wrote this stuff? Did anyone above mid management actually this document? This can't an organizational vision statement. Sorry guys this misses the mark --people of changed, their needs have changed, this document is a miss on all accounts I believe the TPB has a responsibility to distribute and communicate with the citizens. By their very charter they can not absolve themselves from responsibility for not pushing back on SHA. I'm sure everyone was to busy to read all 236 pages of this "report". Never fear I can assure you few people will, its a hulking patchwork of government ease. Heavy with traffic, passive prose, engineering jargon its sole purpose is make it appear as though SHA has a vision 2045. In reality this plan is business as usual, more bigger highways, optimize traffic flow, minimize interference from pedestrians and all other forms of transportation. And if they can keep the public out of the conversation -goal achieved. Thats what SHA does, and their good at it. Traffic is speeding up everywhere in the county.

---

Koenig, Stephen

Alexandria, Virginia 22301

Subject: Visualize 2045 : Comments on Draft

Weaknesses of the draft:

- No greenhouse gas emissions reduction from previous plan.
- No reduction of single occupancy vehicles from previous plan.
- Under investment in transit, bicycle, and pedestrian networks.
- Over investment in highway and road capacity.
- Inadequate targets for shifting to non-auto travel modes.
- Inadequate targets for adopting electric vehicles.

---

Harmic, Sam

Fairfax, Virginia 22030

Subject: Would like to see less automobile focus

Hello, as someone who was born and raised here in the DMV I am convinced that the only correct way forwards is to drastically reduce the amount of car trips as soon as possible. I was delighted to see the increased emphasis on multimodal transportation in the plan, however I would like to see even more budget prioritization on reducing environmental impacts through bicycling, pedestrian, & transit infrastructure. I would also like to see plans to reduce

vehicle trips traveled by 2045. I truly believe that, while by no means easy, we can turn the DMV into a better place to live, work, and coexist though creating walkable vibrant communities. Thank you, Sam Harmic

---

*Clark, Alexander*

*Alexandria, Virginia 22314*

Subject: Concerning absence of ambition

This plan is grossly inadequate, and guarantees that the region will fail to meet objectives for emissions reduction that are necessary for maintaining a livable planet for the Earth's most vulnerable people. Proposed plan makes no progress in reducing greenhouse gas emissions or car dependence from TPB's previous plan adopted four years ago. The plan devotes twice as much to highway and road capacity expansion (\$28.2B) compared to expanding pedestrian, bicycle and transit networks (\$14.6B). This is intentionally willing a catastrophe into existence. Plan can be improved by setting specific numeric targets for shifting drastically more travel to non-auto modes and for adopting electric vehicles for other travel, and it needs to shift its investment to projects that better support the region's goals for walkable, bikeable and transit-friendly communities. Must we live in a way that consigns the global poor (and the unfortunate in our own communities), to lives of misery, instability, and inescapable heat? This plan, gives a loud, clear answer: YES. Yes, we want the climate to change rapidly. Yes, we want droughts and heatwaves and crop failures. That is what half-hearted, incremental changes mean. Transit policy is climate policy. It could be otherwise. Together we can build an effective, and sustainable future, but that future requires bolder planning.

---

*Kuschmider, Rebekah*

*Kensington, Maryland 20895*

Subject: Beltway Widening

As a MoCo resident, I'm deeply concerned that the TPB includes language in its draft long range plan could hasten plans to add toll lanes to the majority of the Beltway. This is in direct contradiction to the July 2021 decision on the issue. There is no evidence to suggest a long term reduction in traffic with lane expansions. Moreover, the expansion would encroach on residential and park land in an inexcusable way, We need public transportation expansion and to preserve our green belts and neighborhoods. This plan destroys mature trees and decreases our children's green space. It encourages automobile use, which is a negative impact on air quality. MoCo should focus on drawing workplaces closer to residential areas and improving public transit. That would reduce commute times, improve quality of life, and preserve our natural environment.

---

*Snyder, Joanna*

*Silver Spring, Maryland 20910*

*Lawrence Hall of Science*

Subject: evidence-based investment in climate and future

As a MoCo resident, I'm deeply concerned that the TPB includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. Evidence demonstrates no long term reduction in traffic with lane expansions. We need public transportation expansion and to preserve our green belts and neighborhoods. This is also an environmental problem. Rather than decreasing Maryland's emissions and carbon footprint, this plan destroys mature trees and decreases our children's green space. Let's make public transportation the future of MoCo. In cities and suburbs with excellent public transport, civil society is stronger, carbon footprint is lower, and property values go up. Let's enrich our county with accessibility to business and decreased car ownership/use - both of which redirect money into the economy and tax revenue. Let's enrich our future with preservation of our parks and green spaces.

---

*Bruns, Stephen E*

*Frederick, Maryland 21701*

Subject: Toll Roads

No Toll Roads. Period!

---

*Hillsberg, Bonnie*

*Silver Spring, Maryland 20910*

Subject: Beltway Expansion -not the way to go

The expansion of the Beltway is the wrong thing to do. When you build they will come. This is 20th century thinking. The evidence demonstrates no long term reduction in traffic with lane expansions. We need public transportation expansion to preserve our green belts, our health and our neighborhoods. This is also an environmental problem. Rather than decreasing Maryland's emissions and carbon footprint, this plan destroys mature trees and decreases our children's green space. Expanding the beltway will raze homes & construction sites will impinge upon neighborhoods

for years to come Let's make public transportation the future of Montgomery County. In cities and suburbs with excellent public transport, civil society is stronger, carbon footprint is lower, and property values go up (raising revenue). Let's enrich our county with easy accessibility to business/shopping centers and decreased car ownership/use - both of which redirect money into the economy and tax revenue. A 50 year public partnership is ludicrous. These arrangements generally fail. It will wind up where the tax payer who will bear the brunt financially. Public partnerships only work when the private sector has incentives to complete the work on time and within budget Just look at the Purple line -a prime example of a project that was poorly managed and was delayed numerous times and is well over budgeted. Larry Hogan and cronies are pushing the beltway expansion at the cost of the taxpayer with no consideration to the damage this will do to Maryland in the end. Last but not least - look at Europe. No country expands there roads - they expand their public transportation and it works like a charm. Stop the expansion of the beltway carnage from happening! It does NOT make sense!

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April 29, 2022

The Honorable Pamela Sebesky, TPB Chair  
National Capital Region Transportation Planning Board  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002-4239

By E-mail [TPBcomment@mwkog.org](mailto:TPBcomment@mwkog.org)

Dear Chair Sebesky,

We urge you and the TPB board to approve the “Visualize 2045 Long Range Transportation Plan” and ask that none of the projects listed in the plan be removed, especially the New American Legion Bridge, I-270 Traffic Relief Plan.

These projects will improve access to key economic centers, reduce congestion, and boost regional economic activity and job creation.

According to a recent study by George Mason University (GMU), Phase 1 will support about 43,600 construction related jobs. These are much needed jobs with good wages, translating to \$3.3 billion in labor income for the region (salaries, wages and benefits). This will provide a much-needed boost to our economy, area residents, and workers.

Long-term forecasts indicate continued growth in traffic, as the National Capital Region is projected to add another 1.3 million more residents and 1 million more jobs by 2045. The analysis of the current plan shows that it will meet all federal air quality standards to reduce regional air pollution, increases transit trips by 28%, and walk and bike trips by 39%.

A significant reduction in traffic congestion will improve our region’s quality of life and make the region a more attractive place to do businesses, live and visit.

We thank you for the opportunity to provide comments and available to answer questions you or other board members may have.

Sincerely,



Jack McDougale  
President and CEO



# Washington Airports Task Force



www.washingtonairports.com

April 29, 2022

Dear Transportation Planning Board:

The Washington Airports Task Force, a 501(c)(3) Virginia Corporation dedicated to enhancing and expanding aviation services to Virginia and the Metropolitan Washington Region, is asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving, including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,



Keith W. Meurlin  
President

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**The Honorable T. Allan McArter**

**Clay McConnell**

**Chauvon McFadden**  
Crimson Wealth Strategies

**Carolina Mederos**  
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**Mary Miller**  
Signature Flight Support

**John G. Milliken**  
George Mason University

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

**Michael L. O'Reilly**  
The O'Reilly Law Firm

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

**Thomas F. Pumpelly**  
PCI Financial Group

**Leo J. Schefer**  
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**Mark Sharer**  
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**Stu Solomon**  
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**David F. Traynham**

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**Jerry A. Van Voorhis**  
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**Martin D. "Art" Walsh**  
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**Paul J. Wiedefeld, A.A.E.**  
WMATA

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

## EX-OFFICIO

**Victor Hoskins**  
Fairfax County EDA

**Buddy Rizer**  
Loudoun County EDA



April 30, 2022

TPB Chair, Hon. Pamela Sebesky  
National Capital Region Transportation Planning Board  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002-4239

Dear TPB Chair Sebesky and other elected officials of the National Capital Region,

On behalf of the Board of Directors and our 1,100 members of Northern Virginia Families for Safe Streets (NoVA FSS) we ask that you consider changes to the TPB Visualize 2045 plan. We ask that the plan be modified by:

- Setting specific, numerical targets for:
  - adopting electric vehicles (20 to 25% of vehicles on the road by 2030),
  - reducing per capita passenger vehicle miles traveled by 20% by 2030 and,
  - shifting more travel to transit, walking and biking
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl

NoVA FSS has three chapters. Namely,

- Alexandria FSS,
- Arlington FSS and
- Fairfax FSS.

We are focused on pedestrian, cyclist and all vulnerable road user's safety on our streets and roads. We are an all-volunteer, not-for-profit organization that advocates for traffic regulation and road infrastructure changes to improve safety on our streets. Learn more at <https://novasafestreets.org>

Thank you.

Respectfully,  
Mike

Mike Doyle  
Founding Member - Alexandria Families For Safe Streets (AFSS)  
Member - Arlington Families for Safe Streets (Arl FSS)  
Member - Fairfax Families for Safe Streets (Ffx FSS)  
Founding Member – Northern Virginia Families for Safe Streets (NoVA FSS)

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Coalition for Smarter Growth | Faith Alliance for Climate Solutions | Audubon Naturalist Society | Sierra Club - Maryland Chapter | Virginia Conservation Network | Washington Area Bicyclist Association | Prince William Conservation Alliance | Active Prince William | Citizens Against Beltway Expansion | Fairfax Alliance for Better Bicycling | Northern Virginia Families for Safe Streets | Piedmont Environmental Council | YIMBYs of Northern Virginia | Green New Deal - Virginia | Sierra Club - Virginia Chapter | Center for Sustainable Communities | Audubon Society of Northern Virginia | Southern Environmental Law Center | Friends of Dyke Marsh | TAME Coalition | Lewinsville Faith in Action | Don'tWiden270.org | Lynnhaven River NOW | RVA Rapid Transit | Sustainable Mobility for Arlington County | Indivisible Howard | Conservancy for Charles County | Alexandria Bicycle and Pedestrian Advisory Committee | Mobilize Frederick | Bike Loudoun | Audubon Society of Central Maryland | Mattawoman Watershed Society | Chapmans Forest Foundation | Livable Alexandria | Greater Washington Clean Cities Coalition

May 1, 2022

TPB Chair, Hon. Pamela Sebesky  
National Capital Region Transportation Planning Board  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002-4239

Dear TPB Chair Sebesky, TPB members, and other elected officials of the National Capital Region:

The following comments are provided by 35 organizations spanning the Greater Washington region. At the start of the Visualize 2045 process, in December 2020, the TPB board voted to craft a different plan that would better reflect the region's adopted policy. The solicitation guide for projects stated this clearly:

***TPB requires its member agencies to prioritize investments on projects, programs, and policies to reduce greenhouse gas emissions, prioritize the aspirational strategies, and achieve COG's land use and equity goals as they submit their inputs for inclusion in the TPB's LRTP and TIP.***

Before finalizing the draft list of projects, TPB members were briefed on the initial results of their [Climate Change Mitigation Study](#). They heard a clear consensus of national research and studies from this region that only by both shifting more travel to transit, biking and walking combined with adopting electric vehicles would they meet their climate targets

Then, a year ago, after looking at the proposed projects, the public overwhelmingly commented to TPB that the draft plan didn't do enough to meet our climate goals and needed to shift its investments to more sustainable transportation options with less emphasis on highway expansion.

**Yet the TPB board members made no substantive changes, and the Visualize 2045 plan and its performance on important measures like greenhouse gas emissions and car dependence is largely the same as the last adopted plan from 2018. This is unacceptable.**

There are other major developments since the previous plan that we would expect to see reflected in this plan's mix of projects and performance:

- The Council of Governments adopted a new climate plan in November 2020, with multiple transportation recommendations that are relevant to Visualize 2045 – and TPB even endorsed the plan's new 2030 climate target.
- The region's officials made new policy commitments to prioritize planning, development and infrastructure investment around transit stations. Representatives on COG adopted in 2019 the Regional Housing Targets, which seek to focus 75% of new housing near transit, and TPB last Fall voted unanimously to endorse the COG high-capacity transit station planning framework and directed its members to make it a priority.
- TPB board members heard the results of the agency's Voices of the Region scientific survey of 2,400 residents, in which 84% said they wanted their elected officials to consider climate change in planning transportation. The responses to other questions also made clear that residents want to prioritize clean transportation and options to driving and that your investments should reflect that.
- A significant lasting increase in telework is anticipated, reducing the purported need for many road widening projects that are premised on addressing peak-hour vehicle congestion.
- And if those weren't enough, the increasingly dire warnings of scientists on climate change – and effects experienced now in your communities – would be sufficient for decisionmakers to make real changes with some urgency.

However, almost no projects changed since the last plan: one major project had a change, one new major transit project was added, and one major new road project was added – a new arterial cutting through a forest. While this Visualize 2045 adds 100 more pages since the last one and devotes ink to worthwhile policy topics, it's the projects that matter and that are reflected in the performance:

- This Visualize 2045 makes no progress in reducing greenhouse gas emissions since the previous plan. Its forecast emissions levels in 2030 and 2045 are far above the region's targets and are essentially the same as those achieved by the 2018 plan.
- Despite more evidence on the impacts of induced demand, this plan devotes far too much to highway expansion, \$28.2 billion, versus only \$14.6 billion for expanding our transit, pedestrian and bicycle networks.

- These project priorities and the land use decisions of various TPB jurisdictions leave too many residents stuck driving long trips for daily needs. The plan only makes a very modest reduction in per capita driving, a 3% change by 2045, no different from the 2018 plan.<sup>1</sup>
- The plan maintains and, in the case of Prince George's County and other areas, even worsens the east-west divide of inequitable job access. At a regional level the almost \$30 billion in road expansion leaves job access barely above current levels. While the transit-oriented land use and transit investments in the plan - albeit modest and below the levels the region needs - provide much more improvement in job access at a regional level, at much less cost. This transit-oriented development, infrastructure and housing strategy, which you endorsed, should be the core focus of the projects you are funding and would result in far better outcomes for access to jobs, equity, climate, and overall performance of the transportation network.
- There are worthwhile projects in this plan that we support. However, the plan also commits to adding nearly 900 new lane miles of highways and other major roads, which will result in billions of miles of additional driving per year - on top of that anticipated from population and job growth – and undermining your transit investments.
- Key findings of the TPB's climate study need to be more clearly articulated in the plan's text: that the region can achieve its climate targets but only by shifting more travel to walking, biking and transit; by reducing trip distances through better land use and more housing options near transit; and by rapid adoption of electric vehicles.

We call on you to make the necessary and feasible changes to this Visualize 2045 plan and set the stage for a more comprehensive overhaul of the plan by 2024:

1. Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030. Only by setting these informative goals, which are based on the findings of TPB's climate change study, will this plan be informative to our decisionmakers and hold them accountable.
2. Endorse the full slate of strategies that TPB's own climate study shows are necessary, including walkable, bikeable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.

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<sup>1</sup> For passenger vehicles, this translates to a 5.6% reduction in per capita VMT; however, TPB's climate study found that the region needs a reduction of 15-20% by 2030, in addition to quickly adopting electric vehicles, to achieve safe levels of greenhouse gas emissions.

3. Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.
4. Commit to a major regional study to develop actions that reduce the east-west jobs and housing divide, put more homes near transit, and more equitably and sustainably price our transportation system. TPB can begin the work as soon as this summer using the climate funding in its adopted FY23 Unified Planning Work Program.

This is the minimum that you must do now toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,

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**To:** TPB Public Comment

**From:** Stewart Schwartz, Executive Director  
Bill Pugh, Senior Policy Fellow

**Date:** May 1, 2022

**Re.:** Comments on draft Visualize 2045 long-range transportation plan

**Summary:**

1. Our primary comments are contained in the joint letter with over 30 other organizations from across TPB's region. In summary, these are:
  - Many TPB members put business-as-usual projects into the plan despite TPB requirements, adopted regional policies, and overwhelming public comments which call for prioritizing projects that support transit-oriented communities, non-auto modes and fighting climate change.
  - As a result, this Visualize 2045 fails to make progress on climate change or car dependence since TPB's last plan from 2018.
  - This is unacceptable, but you can still change this, through the steps our groups ask for in that letter.
2. Highway and arterial expansion projects in Visualize 2045 would generate 3 to 4 billion additional vehicle miles traveled per year - yet many TPB members submissions drafted by transportation staff claim that they will reduce climate pollution. Research shows that road expansion induces additional demand and increases greenhouse gas emissions.
3. The shortcomings of the road expansion approach and the benefits of transit and TOD are shown in the much larger increase in job access from transit, with auto access hardly improving despite twice the investment. These job access data also show that the plan fails to adequately address the east-west divide of regional economic and racial equity, with a wide area of Prince George's County being left behind in job access and also without robust transit options.
4. The "Mitigating Climate Change" section of the plan needs revision to clearly communicate the key takeaways of TPB's climate study:
  - Achieving regional climate targets to keep emissions at safe levels is doable,
  - This requires specific levels of per capita VMT reduction and EV adoption,
  - The full slate of mode shift and vehicle strategies are needed, and
  - TPB members must commit to these goals and strategies and take action.
5. The Voices of the Region surveys and focus groups were excellent but the results were presented to board members late in the process. Nevertheless, they show strong support for addressing climate change in our transportation plan and prioritizing transit, walk, and bike modes.
6. The performance results need to be further broken out by sub-areas (core, inner, outer) and also reported in detail in a technical appendix to inform TPB members and stakeholders.
7. Several aspects of the plan update are commendable and we look forward to these continuing in further TPB work and informing member agencies.

8. There are Important lessons learned from this process that TPB staff need to start applying now to prepare for a successful update to the plan starting this Fall and due in 2024 per resolution of the TPB.
9. Comments on specific projects are provided in the attached tables.

## Details:

### **1. Our primary comments are provided in the joint letter with over 30 other organizations from across TPB's region.**

In summary these are:

- Many TPB members submitted a business-as-usual set of projects heavy on roadway capacity expansion that ignored the new project submission policy guidance, the initial results of TPB's climate change mitigation study, Voices of the Region survey results, and public comments received on the draft project list and conformity inputs.
- Too many TPB members ignored their own adopted policy commitments, including the COG 2030 Climate and Energy Action Plan, 2010 Region Forward vision plan, 2019 Regional Housing Targets, and 2021 high-capacity transit station planning framework.
- TPB members were offered an opportunity to change their project inputs last summer but made no substantive changes in the current plan.
- The letter lays out changes necessary to improve the Visualize 2045 plan, such as setting specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030, and committing to pursue the full slate of strategies that TPB's climate change study shows are necessary to meet the region's adopted 2030 climate target.

Below are additional points not covered in the joint letter.

### **2. Highway and arterial expansion projects in Visualize 2045 would generate 3 to 4 billion additional vehicle miles traveled per year - yet many TPB members claim road expansion projects will reduce climate pollution.**

- Visualize 2045 fails to address and explain the important factor of induced demand or induced travel, which is critical for understanding how transportation investments, in particular road expansion, perform over time. The plan needs to analyze and report how its \$28.2 billion in highway and arterial expansion projects will induce more vehicle miles traveled and explain to TPB member agencies and the public why many of these projects – and the auto-oriented land use that accompanies them – will not improve accessibility to jobs, services and homes in the long-term.
- Using the State Highway Induced Frequency of Travel calculator ([shift.rmi.org](http://shift.rmi.org)), CSG estimates that the 893 new lane miles of highways and arterials proposed in this Visualize 2045 would generate 3 to 4 billion additional vehicle miles traveled each year.<sup>1</sup> This travel would largely occur

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<sup>1</sup> CSG reports this induced VMT as an order-of-magnitude number. Visualize 2045 (p. 175) does not provide a breakdown of the 682 miles of new freeway/expressway lanes and 211 miles of new arterial lanes by functional class or jurisdiction. CSG estimated the portions of these lane mile totals likely to

on top of that anticipated from population and job growth, and is a significant relative increase in highway and arterial VMT.

- Without this massive increase in driving demand – and by instead shifting much of that investment to build walkable, bikeable transit-oriented communities – Visualize 2045 could achieve the much larger reductions in per capita VMT that TPB’s own climate study says are needed.
- The plan notes that for 185 projects, their sponsor agencies claimed the projects would help the region attain its goal of reducing greenhouse gas emissions by 50% by 2030. However, many of these projects are for roadway capacity expansion and the boilerplate justification statements by several agencies are unsubstantiated, choosing to ignore the evidence that induced demand offsets the short-term emissions benefits of reducing stop-and-go driving. See the clear explanation in [this article by transportation expert Joe Cortright](#).
- Here are the statements used by several agencies for their road expansion projects in the “Regional Policy Documentation – Technical Inputs Policy Question Responses for all Projects”:
  - **Fairfax County:** “This project helps to alleviate traffic congestion on [road name] and allows for a more efficient transportation network. The project enhances continuity and lowers emissions from automobiles,”
  - **Maryland Department of Transportation:** “While the project will increase auto capacity, it also will improve level of service (LOS), reducing congestion, idling, and emissions in the corridor.”
  - **Prince George’s County:** uses this same language as MDOT for its many highway and arterial expansion projects.
  - **City of Manassas:** “Project will improve operations and reduce congestion to mitigate GHG emissions,”
  - **Prince William County:** “Project alleviates congestion to reduce GHG emissions and includes ped/bike facilities to provide non-motorized transportation options.”
  - **Loudoun County:** “The project assumption is that building this project will reduce congested streets and or intersections leading to a reduction in vehicle emissions.”

Note that this regional policy documentation for most of the Visualize 2045 projects (all projects carried over from the last plan without any major changes) – and statements such as these – was not available during the April 2021 public comment period on the conformity inputs and escaped public scrutiny.

**3. The shortcomings of the road expansion approach and the benefits of transit and TOD are shown in the much larger increase in job access from transit, with auto access hardly improving despite twice the investment. These job access data also show that the plan fails to adequately address the east-west divide of regional economic and racial equity, with a wide area of Prince George’s County being left behind in job access and also without robust transit options.**

- Regionwide, expanding job access by auto through road capacity expansion is not an effective strategy compared to expanding job access by land use planning, transit-oriented development,

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correspond with interstate and principal arterial roadway classifications and applied them with the SHIFT calculator. TPB should provide more precise breakdowns of the new lane miles by roadway class and jurisdiction location to help its member jurisdictions and the public understand the impacts of induced demand by these projects.

and transportation demand management, in coordination with transit investment. As a result of regional transit-oriented development efforts, jobs accessed by transit would grow more than jobs accessed by auto from present until 2045, despite the plan spending twice as much on highway expansion as transit expansion.

- The HOT lanes are not a good deal for Prince George’s County residents, who would have the lose-lose choice of paying very high tolls or sitting in the traffic congestion in the general purpose lanes that the private toll road company counts on. More jobs at transit stations in Prince George’s is the more effective transportation solution. TPB members and the State of Maryland could do much more to help Prince George’s County realize its transit-oriented development plans.

**4. Mitigating Climate Change section (p. 129) needs revision to clearly communicate the key takeaways of TPB’s climate study: that this is doable, requires specific levels of per capita VMT reduction and EV adoption, needs the full slate of mode shift and vehicle strategies, and that TPB members must step up.**

- The section needs to be revised to clearly communicate the key findings of TPB’s climate change study, which were that:
  - Achieving the necessary reductions in on-road transportation emissions is feasible to meet the region’s climate plan.
  - The key strategies required to achieve the region’s targets are both mode shift/travel behavior *and* rapid adoption of electric vehicles.
  - The levels of implementation needed are 1) achieving adoption of electric vehicles in the range of 20 to 25% of passenger vehicles on the road by 2030, and 2) reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.<sup>2</sup>
  - These strategies would promote other adopted regional goals such as prioritizing walkable transit-oriented land use and investments to support it, reducing VMT, and improving air quality.
- The section presents a misleading message – its apparent takeaway in the prominent text box on the first page is that nothing decisionmakers can do will meet important greenhouse gas reduction targets. The key takeaway on the first page should instead be: *We can achieve the 2030 target with feasible strategies that are consistent with many other adopted regional goals for equity and livability – but only if TPB member agencies show leadership.*
- Greenhouse gas performance of the current plan is buried at the very end of the plan on page 225, without referencing TPB’s adopted targets or noting how the plan performs relative to COG and TPB’s newly adopted 2030 regional goal. Please add this important context and give these results more prominent treatment.
- The section needs to set a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030. Only by setting these sub-goals, which are based on the findings of TPB’s climate change study, will this plan be informative to our decisionmakers and hold them accountable in fighting the climate crisis.

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<sup>2</sup> These needed implementation levels are based on TPB’s climate study, Combination Scenarios #2, 3, and 4, which successfully met the COG 2030 climate plan reduction levels for on-road transportation. The COG climate plan’s level of greenhouse gas reduction should be considered a minimum, since metropolitan areas will need to achieve deeper levels of reduction in transportation emissions to help their states (which include rural areas) meet greenhouse gas reduction targets.

- The resiliency section (pp. 135-136) needs to acknowledge the role of massive highway expansion and auto-oriented sprawl in decreasing the region’s climate resiliency, exacerbating stormwater runoff from increased flooding and making heat island effects worse from their pavement. Spending \$28.2 billion to expand highways and arterials also diverts needed funding from improving the resiliency of our existing infrastructure, which this plan section notes is a challenge.
- We are glad this section points out the importance of providing affordable housing near transit on page 136. However, this section should reframe this not just as a way to make transportation-climate strategies more equitable, but as a critical and very effective transportation-climate strategy in and of itself. Shifting funding from road expansion to affordable housing near transit would not only reduce VMT and emissions, it would help address the social and economic inequity in our region.
- The TPB staff summary presentation also needs to better communicate this fundamental issue of climate change. The Top 3 Things to Know slide says, “We make progress on our goals - but also face challenges”, and lists delay and congestion first, but doesn’t even mention the existential threat of climate change.

## **5. Voices of the Region surveys and focus groups were excellent but the results were presented to board members too late in the process.**

- The public involvement had a great public opinion survey and focus groups but came too late in the process
  - Voices of the Region results were not presented to Board members until February 2021, after their deadline for submitting projects
  - Focus group results were not presented to the Board until November 2021, well after the conformity inputs had been finalized
  - Aspiration to Implementation public engagement was launched after the conformity inputs were already finalized in July 2021, making it of little to no value for the public’s time.
- Public comment materials on the draft plan in April 2022 did not provide any easily digestible summary information, just a 150MB PDF that was 236 pages long and technical appendices.
- The plan’s main document, while including good new background information on transportation in the region and the factors shaping it, is simply too long, with some redundant content.
- The climate section of the plan is incomplete, with anticipated revisions noted on page 133 pending Board action; however, TPB staff indicated that the revised climate section will not be advertised for public review and comment before the Board considers adoption in June. We think the public (and all parties commenting on this current draft) should be notified of the revised section and given a chance to comment, given the importance of climate change to the region’s residents, as indicated in TPB’s survey results and comments received.
- The public engagement and opinion surveys already conducted will be useful for the next, early update of Visualize 2045 starting at the end of 2022. However, this will depend on TPB members providing serious consideration to the public input and using Voices of the Region to inform their agency project prioritization and submissions to Visualize 2045 and the TIP.
- The Visualize 2045 process needs to allow for in-person or live virtual public testimony to TPB board members. Having staff summarize comments is inadequate and undermines the democratic process. The time has come for TPB to restore live public testimony.

## **6. Performance results need to be further broken out by sub-areas and also reported in detail in a technical appendix to inform TPB members and stakeholders**



- Travel data at the sub-regional level reflect the different transportation and land use policy decisions made by jurisdictions as well as other factors. These forecast outcomes are often washed out when results are simply reported at the regional level.
- Sub-area data (core, inner, outer suburbs) are important and need to be expanded in the Performance Analysis section of the plan (pp. 215-225) to inform TPB members and the public.
  - Breakdown of mode share for core, inner and outer suburbs should have the base year 2023 as well as 2045, and there need to be charts that show this for both all trips as well as for commute trips.
  - For example, Fig. 8.19 only has 2045 data, rather than also showing the 2023 base year data that would make this more informative. Also, it only reports commute trips; a second chart for all trips is needed that likewise compares 2023 and 2045 data by sub-area.
  - VMT data likewise need to be broken down into sub-areas (2023 and 2045, total, per capita, and per capita for residents)
  - The plan does a good job reporting similar performance information for the past decade in figures 2.12 and 2.13. It should provide similar levels of detail for the forecast performance analysis.
- As 2030 is a crucial milestone year for slashing greenhouse gas emissions, Visualize 2045 should also report key measures like VMT and mode share for that year. This interim year would also inform TPB members on the forecast performance of their near and mid-term transportation investments which require funding decisions in the coming years.
- A separate appendix on the Performance Analysis is needed to provide more data relating to the analyses and results summarized in pages 215-225.

**7. Several aspects of the plan update are commendable and we look forward to these continuing in further TPB work and informing member agencies**

- The Voices of the Region survey and focus groups were very impressive.
- Incorporating quotes by the region’s residents and workers in the plan was a powerful way to communicate their mobility needs and the real world impact of transportation plans and projects.
- The new equity analysis on exposure to heavy traffic volumes contributes important information. We are looking forward to the new analyses that TPB staff proposed to the Technical Committee and Board this spring that will be incorporated in plan updates.
- The long narrative and discussion of climate and equity issues among others is well-illustrated, but it is unfortunate that the TPB and COG goals expressed in this section did not lead to a reshaping of the project list.

**8. There are important lessons learned that TPB staff need to start applying *now* to prepare for a successful update to the plan starting this Fall**

- Agencies ignored the submission guide requirements and new regional policies, and submitted the projects they would have anyway. More accountability needs to be built into the process.
- Performance data on this plan and public engagement results need to be broken down and shared in workshops with member agencies *before* the project submission process.
- TPB members need to be informed about induced demand and its impact on increased GHG emissions, as the TPB climate change study did not address this topic in detail.

**9. Comments on specific projects. See attachment on the following pages.**

## Attachment: CSG Comments on Projects in Visualize 2045 Plan, April 2022 draft

### Proposed Major Highway Projects (includes HOT, HOV and Toll Lane Projects)

Location	Project Description (Map #, project #, description)	CSG Comments
DC	1. I-295 (T5723) - reconstruct interchange at Malcolm X Blvd, 2022 (\$215M)	Keep in LRTP - because it replaces existing infrastructure and will include improvements for bike/ped
DC	2. South Capitol St (T3423) - convert to 6 lane urban Blvd., incl. Franklin Douglas Bridge Reconstruction, 2025 (\$777M)	Keep in LRTP - because it replaces existing infrastructure and will include improvements for bike/ped.
DC	3. Lane Reductions/Reconfigurations for Bicycle Lanes, various years, not mapped	Keep in LRTP - but we call for an even higher level of investment at a much faster pace. Other jurisdictions should adopt these road configurations as a primary strategy in lieu of road expansions.
Charles	11. US-301 (Governor Harry Nice 'Mac' Middleton Memorial Bridge) (T5527): replace with new 4-lane bridge, 2023 (\$636M)	Modify project in LRTP - Current program needs to include protected ped/bike accommodations, as this is a 100-year decision. Should also include enhanced demand management on 301 corridor.
Frederick	4. I-70 (CE1187, CE2250) - widen to 6 lanes with interchange at Meadow Rd, 2025, 2035 (\$176M)	Remove from LRTP
Frederick	8. US-15 (Frederick Fwy and Catoclin Mtn Hwy) (CE3566, CE3567) - widen to 6 lanes with interchange at Biggs Ford Rd, 2030, 2040 (\$840M)	Remove from LRTP
Frederick	16. MD-85 (Buckeystown Pke) (CE1210, T6483) - widen to 4, 6 lanes, 2035 (\$230M)	Remove from LRTP

Montgomery/ Prince George's/Frederick	6. I-270 (T6432, T11582, T11583): So called "Traffic Relief Plan," construct 1 managed lane and convert HOV to managed lane in each direction, 2025 (\$3.97B)	Remove from LRTP, Replace with Alternative - Instead, support alternative transit-oriented Metro and Purple Line station buildout on east side of region to fix jobs/housing imbalance and reduce long-distance car commuting; combine with more transit; and demand management; convert an existing lane to bus/HOV-3. Existing challenge is really to the N to/from Frederick - potential to add just one lane BUT ONLY IF dedicated from the outset to express bus and HOV-3 + adding MARC Brunswick Line service and Route355 BRT.
Montgomery	9. US-29 (Columbia Pike) (CE1197, T3641) - improve interchanges at Stewart Ln, Tech Rd/Industrial Pkwy, Musgrove Rd/Fairland Rd, Greencastle Rd, and Blackburn Rd, 2030, 2025, 2045 (\$738M)	Remove from LRTP, Replace with Alternative - These interchanges come at a huge cost, and public funds would be better spent in expanding the frequency and coverage of bus rapid transit on US-29 and connecting to 29.
Montgomery	15. MD-28 (Norbeck Rd) / MD-198 (Spencerville Rd) (T3476) - reconstruct, widen portions to 4 lanes, 2045 (\$287M)	Remove from LRTP - While we offered this idea as an alternative to the Intercounty Connector (ICC) when it was being planned, now with the ICC built, these roads should remain two lanes. Roundabouts can improve intersection performance. Otherwise, widening will fuel more auto-dependent development.
Montgomery	17. MD-97 (Georgia Ave) (CE2618) - widen to 8 lanes, 2030 (\$104M)	Remove from LRTP
Montgomery	18. MD-97 (Brookeville Bypass) (T3106) - construct 2 lane bypass, 2021 (\$44M)	Bypasses open up new land to sprawling development and undermine downtowns; should use roundabouts as alternative.
Montgomery	19. MD-117 (Clopper Rd) (CE1203) - widen to 3, 4 lanes, 2030, 2035 (\$69M)	(No comment)
Montgomery	20. MD-124 (Woodfield Rd) (CE3057) - widen to 6 lanes, 2035 (\$120M)	(No comment)
Montgomery	25. Middlebrook Rd Extended (CE1229) - widen to 4 lanes, 2045 (\$16M)	Remove from LRTP

Montgomery	26. Montrose Pkwy East (T3703) - construct 4 lanes, 2045 (\$120M)	Remove from LRTP, Replace with Alternative - This would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 Bus Rapid Transit.
Prince George's	5. I-95/I-495 (T2894) - interchange at Greenbelt Metro Sta, 2030 (\$124M)	Keep in LRTP - Would add two missing movements to the interchange and would support mixed-use transit-oriented development at the Greenbelt Metro Station. If FBI moves out of DC (not our preference) the Greenbelt Metro is the best location option.
Prince George's	7. US-1 (Baltimore Ave) (CE1202, T3108) - reconstruct 4 lanes, 2023, 2035 (\$169M)	Keep in LRTP - it includes much safer bike/ped facilities and crossings.
Prince George's/ Charles	10. US-301 (Crain Hwy)(CE1004) - widen to 6 lanes, 2045 (\$4.6B)	Remove from LRTP, Replace with Alternative - The massive cost of this project requires a different approach - stopping sprawling development proposals, looking at local street networks, demand management, and enhanced commuter bus service.
Prince George's	12. MD-3 (Robert Crain Hwy) (T6394) - widen to 6 lanes, 2035 (\$906M)	Remove from LRTP, Replace with Alternative - The massive cost of this project requires a different approach - stopping sprawling development proposals, looking at local street networks, demand management, and enhanced commuter bus service.
Prince George's	13. MD-4 (Pennsylvania Ave) (CE1194, T3547) - widen to 6 lanes with interchanges at Dowerhouse Rd, Westphalia Rd, and Suitland Pkwy, 2040 (\$750M)	Remove from LRTP, Replace with Alternative - Better local street grid, bus.
Prince George's	14. MD-5 (Branch Ave) (CE1196, T3469) - upgrade, widen to 6 lanes including interchanges, 2030, 2035 (\$804M)	Remove from LRTP, Replace with Alternative - Enhanced commuter bus service, bus lanes, and TDM investments
Prince George's	21. MD-197 (Collington Rd) (CE2253) - widen to 4 lanes, 2030 (\$94M)	Remove from LRTP, Replace with Alternative - Traffic management using roundabouts and traffic calming, including addition of protected bike/walk facilities but without four laning.

Prince George's	22. MD-202 (Landover Rd) (CE1190) - Largo Town Center Metro Access Improvement, reconstruct 6 lanes, 2045 (\$24M)	Remove from LRTP, Replace with Alternative - Investments that increase walk, bike and transit access and safety in the area
Prince George's	23. MD-210 (Indian Head Hwy) (CT6524, T4879) - upgrade to 6 lanes and interchange improvement, 2040 (\$585M)	Remove from LRTP - This will induce more traffic and sprawl.
Prince George's	24. MD-450 (Annapolis Rd) (CE1207) - widen to 4 lanes, 2030 (\$67M)	Remove from LRTP - This will induce more traffic and sprawl.
Arlington/ Fairfax	27. I-66 HOT (Inside Beltway) (CE3484, CE2096), revise operations from HOT 2+ to HOT 3+ during peak hours and bus service, 2022, 2040 (\$375M)	Modify project in LRTP - Update the current project so that it is tolled in both directions, goes from HOV-2 to HOV-3 and the continued use of revenues for expanding transit and bike/ped access to transit.
Arlington	29. I-66 (CE3484): Extend existing westbound acceleration/deceleration lane and add additional lane eastbound 2022, 2040 (\$59M)	(No comment, project completed)
Fairfax/ Prince William	28. I-66 HOT (Outside Beltway) (CE3448): widen/ construct HOT lanes and bus service, 2021, 2022, 2040 (\$4.4B), under construction	Project as designed is a done deal, but note the destructive impact in terms of hundreds of acres of tree loss and expansion of heat inducing pavement and stormwater.
Fairfax	30. I-95/Fairfax County Parkway (CE2668) - enhanced interchanges for BRAC, 2025 (\$57M)	(No comment, project likely a done deal necessitated by BRAC decisions)
Fairfax/ Alexandria	32. I-95/I-495 (CE2147) - reconstruct interchange at Van Dorn St, 2030 (\$40M)	(No comment at this time; Need more information on this project.)
Fairfax	35. I-495 (CE2069, CE3186, CE3208): construct 4 HOT lanes with northbound shoulder lane and new ramps and interchanges at VA 267, 2025, 2030, 2045 (\$570M)	Remove from LRTP. Replace with Alternative - Instead of further VA HOT lanes expansion, pursue a regional transit-oriented development and travel demand solution. Meanwhile this proposed project if it goes forward includes far too little money for transit and taxpayers have to pay Transurban if more than 24% of vehicles are buses and carpools.
Fairfax	36. I-495 Auxiliary Lanes (CE3272) - construct 2 auxiliary lanes in both directions, 2030 (\$3M)	(No comment at this time; Need more information on this project.)

Fairfax	37. Dulles Toll Rd (VA-267) (CE3151, CE3154) - East- bound and west-bound Collector-Distributor Roads, 2035, 2036, 2037 (\$186M)	Remove from LRTP, Replace with Alternative - Silver Line Phase 2, Route 7 BRT, and parking pricing can all reduce driving demand. We should be favoring transit access to Tysons not facilitating more driving into Tysons
Fairfax	38. Dulles Toll Rd (VA-267) (CE3152) - interchange at New Boone Blvd Extension, 2037 (\$79M)	Modify project in LRTP - Refine as a limited scale interchange connection to the New Boone Boulevard Extension. The new extension is part of the planned Tysons grid of streets and this connection can reduce demand on Route 7.
Fairfax	39. Dulles Toll Rd (VA-267) (CE3153) - interchange at Greensboro Drive/Tyco Rd, 2036 (\$28M)	(No comment at this time; need more information on this project. Possibly support as potential connection to the grid of streets within Tysons.)
Fairfax/ Loudoun	44. Dulles Access Rd (VA 267) (CE1965) - widen to 6 lanes including interchange reconstruct at I-495, 2030 (\$40M)	Remove from LRTP, Replace with Alternative - The Silver Line is the appropriate alternative commute mode. Consider turning Dulles Airport Access Road to a HOT lane facility remaining under control of a government entity so maximum revenues can go to transit.
Fairfax	41. US-1 (Richmond Hwy) (CE1942) - widen to 6 lanes, 2028 (\$415M)	Modify project in LRTP - Refine cross section as two lanes in each direction for cars and one in each direction for bus rapid transit. Incorporate design changes to reduce the width and for a design speed of 35mph instead of 45mph.
Fairfax	42. US-1 (Richmond Hwy) (CE3180) - widen to 6 lanes, 2035 (\$127M)	Modify project in LRTP - Refine cross section so it does not add new car lanes. If widening continues in this southern section the new lane in each should be limited to use as dedicated bus lanes or dedicated bus and HOV. But it doesn't make sense to do this project without expanding the Occoquan crossing. Note though a new bridge crossing could be restricted by the I-95 Concessionaire Agreement with Transurban.
Fairfax	50. US-29 (Lee Hwy) (CE1933) - widen to 6 lanes, 2040 (\$130M)	Remove from LRTP - I-66 HOT lanes will provide increased capacity for through trips. Wider roads like this divide communities.

Fairfax	51. US-29 (Lee Hwy) (CE3474) - widen to 6 lanes, 2024 (\$86M)	Remove from LRTP - Again, the new I-66 HOT lanes provide additional capacity for longer distance trips. This would also put increased pressure to widen 29 through historic Manassas National Battlefield Park.
Fairfax	53. US-50 (Arlington Blvd) (CE2182) - widen to 6 lanes, 2035 (\$249M)	Modify project in LRTP - Any additional lanes should be BRT only, and bike/ped facilities should be added as part of creating a mixed-use walkable, transit oriented corridor.
Fairfax	55. VA-7 (Leesburg Pike) - (CE3161) widen to 6 lanes, 2030 (\$71M)	Modify project in LRTP - - If lane added it should be limited solely to the Route 7 BRT.
Fairfax	56. VA-7 (Leesburg Pke) (CE2105) - widen to 6, 8 lanes, 2024, 2030 (\$314M)	Modify project in LRTP - Opposed to expansion to 6 lanes unless it was dedicated to BRT. Portion of project is under construction but should call for the new lane to be BRT only or BRT + HOV3. We strongly oppose a fourth lane in each direction. Alternative is supporting transit access to Tysons and other job centers.
Fairfax	57. VA-7 (Leesburg Pke) (CE2175) - widen to 6 lanes, 2030 (\$34M)	Remove from LRTP, Replace with Alternative - Opposed to adding lanes for more cars through this diverse area with significant walk, bike and transit using population. If a third lane is added in each direction it should be solely for Route 7 BRT.
Fairfax	58. VA-28 (Sully Rd) (CE1734) - widen to 8-10 lanes, HOV in additional lanes during peak, 2021, 2025, 2040 (\$100M)	Remove from LRTP, Replace with Alternative - This is a longstanding project which illustrates the costs of sprawling auto-dependent development in Eastern Loudoun and Western Fairfax. We oppose 10 lanes and instead support conversion of the fourth lane in each direction to bus only with HOV. This should also be pursued instead of widening the Fairfax County Parkway.
Fairfax	60. VA-123 (Chain Bridge Rd) (CE3376, CE3698) - widen to 6, 8 lanes, 2030 (\$22M)	Remove from LRTP, Replace with Alternative - Opposed to further widening of Chain Bridge Road. Tysons is to be a walkable, bikeable, transit oriented center.

Fairfax	61. VA-123 (Ox Road) (CE1784, CE1856) - widen to 6 lanes, 2030 (\$70M)	Remove from LRTP - Like so many other projects it will increase driving.
Fairfax	62. VA-236 (Little River Tpke) (CE1760) - widen to 6 lanes, 2030 (\$58M)	Remove from LRTP - Full study needed of sustainable transit and bike alternative.
Fairfax	63. VA-286 (Fairfax County Pkwy) (CE2106, T6694) - widen to 6 lanes, 2030, 2035, 2040 (\$198M)	Remove from LRTP - Promotes more driving and will be followed by pressure to expand development in areas without good transit.
Loudoun	48. US-15 (James Madison Hwy) (CE3738) - widen to 4 lanes, 2026 (\$111M)	Remove from LRTP, Replace with Alternative - A study showed that keeping to two lanes and using roundabouts would be safer, allow for flow, preserve a historic Scenic Byway, and cost far less. Full widening to four lanes is part of Loudoun's plan to widen the whole northern stretch to Point of Rocks and would induce more driving.
Loudoun/ Fairfax	52. US-50 North Collector Road (CE3739) – construct new 4 lane road, 2029 (\$110M)	Remove from LRTP, Replace with Alternative - Can provide an alternative to Route 50 but as part of this, Route 50 lanes (one in each direction) should be converted to dedicated bus + HOV2 or HOV3 lanes. Alternatively, this road and Tall Cedar Parkway could be given dedicated transit lanes.
Loudoun	54. VA-7/US-15 Bypass (Harry Byrd Hwy) (CE1870) - upgrade and widen to 6 lanes, 2040 (\$55M)	(No comment)
Prince William/ Fairfax	31. I-95 (T6682) - add southbound auxiliary lane, 2022 (\$32M), under construction	Keep in LRTP - To be complete in 2022
Prince William	33. I-95 (T11510) - construct HOT reversible ramps to access VA-642 (Opitz Road), 2022 (\$60M)	Modify project in LRTP - Support since 95 lanes have been built. Private Funding, No Lane Capacity, Just new ramp from I-95 Express Lanes
Prince William	34. I-95 (CE3556) - construct HOT lanes ramp south of Russell Rd., 2022 (\$16M), under construction	Modify project in LRTP - Support since 95 lanes have been built. Private Funding, No Lane Capacity, Just new ramp from I-95 Express Lanes



Prince William	43. US-1 (Richmond Hwy) (CE3173) - widen to 6 lanes, 2022 (\$125M), under construction (complete 2022)	Modify project in LRTP - Third lane in each direction should be a dedicated BRT lane.
Prince William	44. US-1 (Richmond Hwy) (CE2594) - widen to 6 lanes, 2030 (\$127M)	Modify project in LRTP - Third lane in each direction should be BRT lane.
Prince William	45. US-1 (Richmond Hwy) (CE3291) - widen to 6 lanes, 2040 (\$58M)	Remove from LRTP - because, I-95 (CE3556) - construct HOT lanes ramp south of Russell Rd., 2022 (\$16M) and Transforming Rail in VA provides additional capacity for Quantico.
Prince William	46. US-15 (James Madison Hwy) (T6693) - widen to 4 lanes, 2030 (\$45M)	No comment
Prince William	48. US-15 (James Madison Hwy) (CE3738)- widen to 4 lanes, 2026 (\$111M)	No comment
Prince William	49. US-29 (Lee Hwy) (T4794) - widen to 5 lanes, completed (\$212M)	No comment, as status is completed
Prince William	59. VA-28 (Nokesville Rd) (CE2045) - widen to 4 or 6 lanes, 2022, 2040 (\$71M)	Remove from LRTP - This would increase pressures to open up more rural land to development.
Prince William	64. VA-294 (Prince William Pkwy) (CE2718): widen to 6 lanes, 2040 (\$263M)	Remove from LRTP - Innovative Intersections changes should be sufficient through 2045.
Prince William	65. Manassas Bypass (VA-234 Bypass) - (CE1897) construct 4 lanes, 2040 (costs captured in other projects)	Remove from LRTP - Opens up Rural Crescent to development. I-66 and Route 28 will provide fastest access to Dulles Airport. We support roundabouts for 29 and Pageland, 234 and Pageland, 234 and 659 to move local traffic.
Prince William	66. Manassas Battlefield Bypass (CE3061) - construct 4 lanes and close portions of US-29 (Lee Hwy) and VA-234 (Sudley Rd), 2030, 2040 (\$28M)	Remove from LRTP - Opens up Rural Crescent to development. I-66 and Route 28 will provide fastest access to Dulles Airport. We support roundabouts for 29 and Pageland, 234 and Pageland, 234 and 659 to move local traffic.

Prince William/ Manassas	67. VA 28 Manassas Bypass (CE1865) - construct 4 lanes, 2025 (\$228M)	Remove from LRTP, Replace with Alternative - The PW County selected version would take affordable homes from immigrant and low-income residents and impact Flat Branch which feeds Bull Run and the Occoquan drinking water supplies. We support innovative design solutions for Route 28 on the east side of Manassas and Manassas Park. Existing 234 bypass and expanded I-66 will provide plenty of capacity for commuter trips.
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### Proposed Major Transit-Rail Projects

We generally support these valuable transit and rail projects. In the case of a few, we request that they be modified or replaced with better alternatives that do not involve expanded highway lane capacity and promote auto-dependence. In addition, we note projects that need to be explicitly incorporated into Visualize 2045. See comments in table below on major transit/rail projects.

Map ID	Project Description	CSG Comments
1	DC Streetcar (CE3081,5754) , 2026, 2040 (\$545M)	Keep in LRTP - Prioritize the Benning Road Streetcar Extension
2	DC Dedicated Bicycle Lane Network, various years (not mapped)	Keep in LRTP
3	16th Street Bus Priority Improvements (6638), 2022 (\$2M)	Keep in LRTP
4	DDOT H and I Street Bus-Only Lanes (part of T3212)(\$1.1M)	Keep in LRTP
5	Corridor Cities Transitway BRT (CE1649) - from Shady Grove to COMSAT, 2035 (\$545M)	Keep in LRTP
6	North Bethesda Transitway BRT (CE3663) - from Montgomery Mall to White Flint Metro, 2030 (\$115)	Keep in LRTP
7	Veirs Mill Rd BRT (CE3103) - from Wheaton Metro to Rockville Metro, 2030 (\$82M)	Keep in LRTP

8	Randolph Rd BRT (CE3662) - from US-29 to MD-355, 2040 (\$102M)	Keep in LRTP
9	New Hampshire Ave. BRT (CE3672) - from Takoma Metro to Colesville P&R, 2045 (\$285M)	Keep in LRTP
10	MD-355 BRT (T6396) - from Bethesda Metro to Clarksburg, 2030 (\$1B)	Keep in LRTP
11	MARC (CE3427) - Increase trip capacity and frequency along all commuter rail lines, 2029 (\$1B)	Keep in LRTP
12	Purple Line (CE2795) - Bethesda to New Carrollton, 2023 (\$2.7B)	Keep in LRTP. Related bike/ped, and local street network projects that will improve station access should also be prioritized in the LRTP.
13	Crystal City Transitway Northern & Southern Extension BRT - (CE3521, CE3648), 2022, 2025, 2030 (\$52M)	Keep in LRTP
14	Metro Silver Line (Dulles Corridor Metrorail Project) (CE1981) - Phase 2, 2022 (\$2.9B)	Project is in the final phase of construction but needs further bike/ped and local street network projects to provide safe access to the stations. Those are missing at many stations now.
15	Duke St Transitway - (CE2932) King St Metro to Fairfax County line, 2027 (\$19M)	Keep in LRTP
16	Potomac Shores VRE Station, (CE2831) 2022 (\$26M)	Keep in LRTP
17	Potomac Yard Metro Station, (CE3013) 2022 (\$268M)	Project is in the final phase of construction. Support related projects that will improve station access.
18	US-1 BRT from Huntington Metro Station to Woodbridge, (T6680): 2030 (\$504M)	Modify project in LRTP - CSG supports the BRT but we have opposed the road widening of additional segments of Route 1 and would prefer that the configuration were two car lanes in each direction + the two BRT lanes.
19	US-1 bus lanes and improved intersections, (CE1942) 2035 (\$37M)	Modify project in LRTP - CSG supports the BRT but we have opposed the road widening of additional segments of Route 1 and would prefer that the configuration were two car lanes in each direction + the two BRT lanes.

20	West End Transitway (CE2930) - Van Dorn St Metro to Pentagon Metro and to Landmark, 2026, 2035 (\$420M)	Keep in LRTP
21	VRE (CE2832, CE2420): 3rd and 4th track projects to reduce headways along the Manassas and Fredericksburg Lines, 2025, 2028, 2035 (\$105M)	Keep in LRTP
22	I-495 HOT Lane Express Bus Service, 2030 (\$254M)	Remove from LRTP, Replace with Alternative - CSG supports express bus service but opposes the HOT lane extension. In addition to transit, we support a transit-oriented development focus for the region to reduce driving demand.
23	I-66 HOT Lane Enhanced Bus Service (CE3484, CE3448), 2025, 2040 (\$375M)	As HOT lanes is a done deal, keep in LRTP. In addition to transit, we support a transit-oriented development focus for the region to reduce driving demand.
24	Additional Long Bridge (T6727): railroad crossing with two-tracks and pedestrian/bike access, 2027 (\$1.9B)	Keep in LRTP - Also support the full Virginia rail corridor expansion to Richmond and North Carolina
NA	Route 7 BRT (missing from list of Major Projects)	CSG asks for this project to be explicitly included in the plan. We also prefer that the transitway be added without expanding the right of way. As part of this, if there is an existing six car lane section, two lanes should be converted to BRT; if there is a two lane in each direction section, they should use existing median space for the BRT. If there is not a wide median along a two lane in each direction section, a new third lane in each direction must be dedicated to the BRT. (Based on the info provided, it is unclear if the BRT is included in various Route 7 road widening projects as listed in Visualize 2045)
NA	Other regional transit/rail projects at various stages of development across the region (missing from list of Major Projects)	CSG supports including these projects if they meet CLRP project development stage requirements: segments of the 81-Mile Montgomery County BRT network not yet included, MARC investment plan, Route 28 BRT in PW and Fairfax, regionwide safe routes to transit projects (bike/ped), Wilson Bridge Metrorail and American Legion Bridge Metrorail.

May 1, 2022

The Honorable Pamela Sebesky  
Chair, National Capital Region Transportation Planning Board  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002-4239  
[TPBComment@mwkog.org](mailto:TPBComment@mwkog.org)

VIA EMAIL

**RE: Public Comments on Visualize 2045 Draft Documents**

Dear Chair Sebesky and Members of the Transportation Planning Board:

The Southern Environmental Law Center (SELC) provides the following comments on the draft 2022 update of the Visualize 2045 long-range transportation plan (“Draft LRTP”), the draft FY2023-2026 Transportation Improvement Program (“Draft TIP”), and the accompanying air quality conformity analysis (“AQC analysis”). Please note that this letter supplements the comments submitted to you in a letter of the same date signed onto by SELC and a number other of organizations working on transportation, land use, and environmental issues in the region. SELC is a non-partisan, non-profit organization that works throughout Virginia to advance transportation and land use decisions that protect our environment and our health while promoting more equitable and resilient communities.

In the May 3, 2021 comment letter we submitted to the Transportation Planning Board (TPB) on the proposed air quality conformity project list, we commended a number of actions that the TPB and the Metropolitan Washington Council of Governments (COG) had recently taken that recognized the need for rapid and significant reductions in the region’s greenhouse gas emissions (GHG). The actions we cited included, among others, the COG Board’s adoption of a goal to **reduce GHG emissions 50 percent below 2005 levels by 2030**.

As the Draft LRTP acknowledges, on-road transportation contributes a major share—nearly one-third—of the region’s GHG emissions.<sup>1</sup> We are encouraged by the Draft LRTP’s further recognition that steps that help lessen our dependence on automobiles and reduce driving—such as locating housing in and near activity centers, increasing and improving travel options, and enhancing transit service—help lower GHG and other harmful transportation emissions while offering a number of other significant benefits.<sup>2</sup> And we applaud the TPB for undertaking the Climate Change Mitigation Study last year to help determine the best strategies for reducing climate pollution from the transportation sector.

At the same time, we continue to see a troubling disconnect between the TPB’s climate goals and many of the projects included in the Draft LRTP and accompanying documents. This disconnect is evident in the fact that the Draft LRTP proposes spending \$28.2 billion on highway expansion projects, versus only \$14.3 billion on projects to expand transit and add to bicycle and

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<sup>1</sup> Draft LRTP at page 130.

<sup>2</sup> See, for example, Draft LRTP at pages 84 and 89.

pedestrian infrastructure—modes that help cut down on driving and reduce transportation emissions.<sup>3</sup> The disconnect is also apparent in the results of the Visualize 2045 performance analysis, which indicate that the suite of projects proposed for funding in the Draft LRTP will result in a 15% increase in vehicle miles traveled (VMT) and a 10% increase in single-driver trips over the life of the plan.<sup>4</sup>

As the Draft LRTP points out, these projected increases in VMT and single-driver trips are smaller than the 19% increase in regional population that is projected over the same period, and this differential—in conjunction with more encouraging projections such as a significant increase in transit, bicycle, and walking trips—helps result in a slight (3%) projected decrease in per capita VMT over the life of the plan.<sup>5</sup> Although this is a step in the right direction, it is not sufficient. The net result of the draft plan is a significant increase in total driving that would make it nearly impossible to attain the level of GHG reductions needed to meet regional goals and mitigate against the worst effects of climate change. Indeed, the Draft LRTP points out that the annual GHG emissions from the region’s mobile sources will only be **18% below 2005 emissions levels by 2045**, and that total emissions are expected to start *increasing* again between 2040 and 2045 when benefits from fuel efficiency standards can no longer keep pace with projected VMT increases.<sup>6</sup>

It is therefore clear that the Draft LRTP needs to go much further to make a sufficient dent in regional GHG emissions from the transportation sector. We offered several recommendations related to GHG reduction goals, targets, and strategies in our April 19, 2022 comment letter to the TPB, which we summarize again here:

- Reducing overall GHG emissions by at least 33-45%, and reducing per capita VMT by at least 15-20%, by 2030;
- Adopting an electric vehicle adoption target that surpasses the federal target of 50% of new vehicle sales by 2030, and establishing a supportive EV charging network;
- Promoting land use measures to direct a greater amount and share of new development to locations with strong transit and pedestrian orientation; and
- Committing to pursue other strategies from the TPB’s climate mitigation study’s “Mode Shift and Travel Behavior” scenarios, while ensuring that the equity implications are carefully considered and addressed.

In addition, we highlight below some specific projects that would undercut the region’s GHG goals by fueling more driving and far-flung development. Several of the projects we discuss would also damage important natural resources such as forested areas and wetlands that absorb carbon dioxide and help provide natural resiliency to the region’s residents and

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<sup>3</sup> Appendix A (Financial Plan) to the Draft LRTP at page 9.

<sup>4</sup> Draft LRTP at page 215, Figure 8.13.

<sup>5</sup> *Id.*

<sup>6</sup> Draft LRPT at page 225.

businesses by absorbing floodwaters.<sup>7</sup> Notably, some of the projects would also undermine the TPB’s renewed dedication to equity and safety. We discussed many of these same projects in our May 2, 2021 comment letter on the proposed air quality conformity project list, but we offer similar comments again because the projects have now been included in the Draft LRTP.

#### Belmont Ridge Road Reconstruct/VA 234 Bypass Extension North (CE 1897)

The description of this project in Appendix B of the Draft LRTP (Summary of Projects in the Fiscally Constrained Element) describes relocating and widening VA 659 from where it intersects with VA 234 at the Prince William/Loudoun County boundary to where it intersects with US 50, and then widening the remaining portion of VA 659 all the way north to VA 7. However, the description of the proposal with the same identification number (CE 1897) in Appendix C (AQC analysis) of the Draft LRTP refers to construction of the “VA 234 Bypass Extension North” beginning at the current terminus of the VA 234 Bypass at I-66 and extending north to US 50. The discrepancy between these differing descriptions attached to the same project number must be addressed for the public to even understand what this project is.

The confusion regarding the differing descriptions notwithstanding, we read both projects as possibly encompassing some portion, or all, of the highly controversial Bi-County Parkway proposal—a destructive and incredibly costly project that would form a key segment of an outer beltway around Washington, D.C. and fuel sprawling development patterns in some of the few remaining rural areas in northern Virginia. It would also cause significant damage to valuable historic and environmental resources such as Manassas National Battlefield Park and a number of headwater streams that source the Occoquan Reservoir—an important component of the regional water supply for northern Virginia.

Regardless of what name may currently attach to it, a major highway linking I-66 with US 50 that runs alongside the western border of the Manassas Battlefield and cuts through the rural lands to the north of the Battlefield would spur more driving and automobile-dependent development, and it therefore should not be included in the region’s long-range transportation plan.

#### US 15 Widening between Battlefield Parkway and Montresor Road (CE 3738)

We continue to have serious concerns with the proposal to widen a segment of this National Scenic Byway because it would attract more traffic—especially regional trips—to the historic corridor. Further, once one portion of the road is widened to four lanes, the new

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<sup>7</sup> We are glad to see that the discussion of resiliency on page 135 in the Draft LRTP mentions how preserving and improving the region’s tree canopy can provide a resiliency benefit by lessening the “heat island” effect that occurs in more developed areas. The environmental functions and benefits that natural systems provide are a key aspect of resiliency that is often overlooked when transportation agencies start thinking about where a new proposal should be routed. Just as we need to design transportation projects to be resilient to the impacts of climate change, we also need to ensure they do not damage or disrupt the invaluable resiliency services that wetlands, forests, and other natural areas provide. There is some discussion of preserving and maintaining the environmental functions of natural areas in the Draft LRTP section labeled “Environmental Consultation and Mitigation,” but we urge you to include discussion of the importance of doing so in the section labeled “Planning for a Resilient Region” as well.

bottlenecks it generates upstream will generate pressure to widen the next segment. The result is a wasteful and repetitive cycle of successive and expensive widening projects that simply shift the location of congestion while destroying the historic character of the corridor. Indeed, Loudoun County is already considering amending its comprehensive plan to include widening the next section of US 15 to the north to address congestion expected to worsen along that segment after the proposed widening between Battlefield Parkway and Montresor Road is complete. An alternative approach that manages traffic flow on US 15 north of Leesburg with traffic-calming improvements and roundabouts would be both effective and protective while inducing less traffic, so we urge you to remove the proposed widening from the LRTP.

#### Manassas National Battlefield Park Bypass (CE3061)

Although we support removing through traffic from the portions of US 29 and VA 234 that cross the Manassas Battlefield, we have long opposed the so-called Manassas National Battlefield Park Bypass as an appropriate or even viable means of doing so. Much like the Bi-County Parkway discussed above, this project would promote construction of a sprawl-inducing outer beltway and inflict serious damage on the Battlefield. Instead of surrounding the northern half of the Battlefield with a new highway, alternatives should be pursued. These include shifting east-west traffic on US 29 in the vicinity of the Battlefield to I-66 (which is currently being expanded), and smoothing north-south traffic flow by building roundabouts at the intersections of VA 234 with Pageland Lane and VA 659. The proposed bypass should be removed from the LRTP.

#### VA 28 Manassas Bypass (CE 1865)

In addition to encouraging more single-driver trips, this poorly conceived project raises major water quality and environmental justice concerns and would damage parkland and historic resources. The proposed highway would cut through two census tracts included as COG Equity Emphasis Areas, and Prince William County officials recently estimated the project could require taking more than 60 homes—including up to 16 mobile homes in a mobile home park where most of the residents are Hispanic.<sup>8</sup> Options to improve the existing Route 28 corridor should be prioritized over building a new highway through this sensitive area, and this proposal should not be included in the LRTP.

#### Northstar Boulevard between Tall Cedars Parkway and Braddock Road (CE 3737)

Widening this existing stretch of Northstar Boulevard would increase pressure to construct a major limited-access highway along this corridor that would induce driving and accelerate development in more rural areas farther to the south. We understand the need to address transportation challenges in the vicinity of Arcola, but any widening of this existing segment should be designed with a low design speed and traffic calming features to ensure it serves a local collector purpose.

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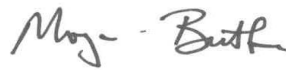
<sup>8</sup> Daniel Berti, *Supervisors OK \$15 million design contract for Va. 28 Bypass*, Prince William Times (Oct. 20, 2021), [https://www.princewilliamtimes.com/news/supervisors-ok-15-million-design-contract-for-va-28-bypass/article\\_f973fc88-3152-11ec-b0b5-c358c735a9aa.html](https://www.princewilliamtimes.com/news/supervisors-ok-15-million-design-contract-for-va-28-bypass/article_f973fc88-3152-11ec-b0b5-c358c735a9aa.html).



In summary, we strongly support the emphasis that the TPB is placing on reducing greenhouse gas emissions in recent resolutions and studies, as well as that emphasis in the text of the Draft LRTP. However, there are too many harmful projects included in the draft plan that would take the region backwards at a time when rapid progress is needed. We urge you to strengthen the Draft LRTP consistent with the recommendations we have offered.

Thank you for your consideration. Please contact me if you would like to discuss any of our comments further.

Sincerely,

A handwritten signature in black ink that reads "Morgan Butler". The signature is written in a cursive, flowing style.

Morgan Butler  
Senior Attorney

## TPB Public Comment

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**From:** Gail Landy <ag7dollar@msn.com>  
**Sent:** Friday, April 1, 2022 5:17 PM  
**To:** TPBcomment  
**Subject:** Vision for a better transportation future

**Categories:** V45 - Other emails

Dear National Capital Transportation Board ,

The pandemic propelled lifestyle changes and we discovered new interests that are beneficial even as the virus wains. One of them is the desire to have more walkable cities and neighborhoods with parks and green spaces that keep us in touch with our natural world. I believe provisions for outdoor dining should be continued, possibly rerouting traffic and narrowing streets with lower speed limits to enhance pedestrian and bicycle safety. We need protected bike lanes that connect to park trails and allow bikes to access public transportation and be a viable mode of transit. Complete streets will support multimodal transportation with priority bus lanes. Streets and parkways should be occasionally blocked from vehicle traffic for neighborhood block parties. Vehicle accessibility does not require the use of every street and fairway to navigate the city. We have experienced these provisions during our two year jaunt with Corona virus and grown to like the diversions from our car culture.

Vision Zero must be implemented for pedestrian and bike safety which is greatly lacking in Montgomery County, and a leading us to choose to drive unnecessarily. The goal is to reduce air pollution and greenhouse gas emissions by reducing vehicle traffic and congestion. Our physical stamina will increase as we walk rather than drive, enjoying the sights and sounds of the city.

Denser and affordable housing near Metro and MARC will encourage us to leave our cars in park and ride transit. Free bus service and special deals on Metro will accommodate frontline workers who don't cars. Transit needs to be reliable and maintained so we can arrive at jobs and appointments on schedule or it is useless and encourages single-vehicle driving.

These are not unachievable goals and will boom our economy and improve the life of DMV residents, if these investments are made in transit and the infrastructure.

Sincerely,  
Gail Landy  
17600 Silver Dollar CT  
Gaithersburg, MD 20877

## TPB Public Comment

---

**From:** Ruth Woollett <rgwoollett@yahoo.com>  
**Sent:** Monday, April 11, 2022 11:08 AM  
**To:** TPBcomment  
**Cc:** psebesky@manassasva.gov; chair@pwcgov.org; VSAngry@pwcgov.org;  
j.rishell@manassasparkva.gov  
**Subject:** Visualize 2045  
**Categories:** V45 - Other emails

The MWCOG jurisdictions have set a target to reduce greenhouse gas emissions to 50% of the 2005 level by 2030. The Visualize 2045 Plan should identify how the emissions from the transportation sector will contribute to that reduction. Vague policy statements in the current draft should be strengthened by the addition of one simple statement: "Projected changes in greenhouse gas emissions will be quantified for all projects in the Visualize 2045 Plan, with a commitment that all MWCOG jurisdictions will plan and fund future mobility infrastructure so the 2030 target will be achieved on schedule."

It would be instructive to both transportation decision makers and the general public if the Financial Plan for Visualize 2045 also broke down the various sources of transportation revenue by the nature of the various taxes and fees.

In particular, the various revenue sources should be reported and aggregated by 1) motor vehicle user fees (e.g., federal and state fuel taxes, state vehicle registration fees, state taxes on motor vehicle sales, mileage fees, parking fees, tolls), 2) general revenue sources (e.g., retail sales taxes, local real property tax support, real estate grantor's tax, transient occupancy tax, state and federal fund support, private sector) and 3) transit fees.

Most motorists falsely believe that motorists user fees fully cover the capital, operating, and maintenance costs for the region's roadways and that bicyclists and pedestrians are freeloaders who don't actually pay for the infrastructure they already use or the improvements they may seek.

Thank you for your time,  
Ruth Woollett

## TPB Public Comment

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**From:** David Foster <dfoster342@aol.com>  
**Sent:** Friday, April 15, 2022 10:27 AM  
**To:** TPBcomment  
**Subject:** Decarbonization of the transport sector

**Categories:** V45 - Other emails

While most electric vehicle advocacy is focused on highways, promoting things such as delivery vans, trash trucks, and school buses, such things have limited daily range and hours of operation. Meanwhile railroad electrification is widely ignored. It is the low-hanging fruit here because it is commonplace worldwide except in North America, where only Amtrak's Northeast Corridor is electrified. Every day thousands of railroad locomotives operating tens of thousands of miles use fossil fuel and emit diesel exhaust. Especially in urban areas it is critical to replace these with electric locomotives, reducing pollution and greenhouse gases.

David Foster

## TPB Public Comment

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**From:** Eileen Finnegan <finnegan20903@yahoo.com>  
**Sent:** Friday, April 15, 2022 1:01 PM  
**To:** TPBcomment  
**Cc:** Kate Stewart; Councilmember Glass; Chris Conklin; Erenrich, Gary; Joana Conklin; Glenn Orlin; Sandra Marks; Cicero Salles  
**Subject:** Visualize 2045 2022 Update: An Error and A Comment re New Hampshire BRT  
**Attachments:** COGATION Feb2018.pdf  
  
**Categories:** Novel, V45 - Other emails

Thank you for the opportunity to provide comments on the latest update to Visualize 2045. I have two specific points regarding the Montgomery County New Hampshire BRT, PIT #CE3672.

### **An Error:**

The text and charts in the Draft and the Appendices incorrectly identifies the southern terminus of the Montgomery County New Hampshire BRT as the Takoma Metro. The graphic more correctly shows the terminus as Eastern Avenue at New Hampshire Avenue.

**The New Hampshire BRT, as planned, will terminate at the Fort Totten Metro Station in The District.** Although the documentation submitted in 2018, specifies Eastern Ave (The District Line), the plan has always been to connect the New Hampshire Corridor to the Metro at Fort Totten. It appears that the confusion regarding which Metro Station may have begun with then-Director Roshdieh's letter of January 16, 2018 which incorrectly provided the Takoma Metro as the terminus. The Project Form submitted with that letter however shows Eastern Ave as the terminus. Attached is the 2018 TPB action with documents showing the origin of the confusion.

Having Visualize 2045 correct and acknowledge the Fort Totten terminus would clarify how this congested corridor would finally achieve efficient transit service.

### **A Comment on Timing:**

The initial planning for the New Hampshire BRT was started this fiscal year by Montgomery County Department of Transportation as has the North Bethesda Transitway. The New Hampshire BRT is critical to serve mixed-use development which is currently moving forward toward permitting and construction along New Hampshire Avenue in the White Oak/Hillandale area. Additionally, the FDA White Oak Campus on New Hampshire is anticipated to grow to 18,000 on-site employees by 2035. Given these hopeful signs, seeing a completion date of 2045 is not reasonable. In collaboration with Montgomery County Department of Transportation, please reassess the completion date for this project. Having a goal of 2030, 2035 or even 2040 would be an improvement for this under-served community.

Regards,  
Eileen Finnegan

## TPB Public Comment

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**From:** Conklin, Christopher <Christopher.Conklin@montgomerycountymd.gov>  
**Sent:** Wednesday, April 20, 2022 8:13 AM  
**To:** Eileen Finnegan; TPBcomment  
**Cc:** kates@takomaparkmd.gov; Glass's Office, Councilmember; Erenrich, Gary; Conklin, Joana; Orlin, Glenn; Marks, Sandra; Salles, Cicero  
**Subject:** RE: Visualize 2045 2022 Update: An Error and A Comment re New Hampshire BRT

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** Novel

Dear Eileen,

Thank you for these comments. You are correct that the concept has been for this service to connect to the Fort Totten Metro station. The planning study now underway will more definitely identify the project limits. If infrastructure improvements were included beyond Eastern Avenue, the District of Columbia would need to identify them in their element of the LRTP, I believe.

In terms of the completion year, I believe you are correct that it could be earlier than 2045; 2035 might be a more appropriate target, dependent of funding availability and the nature of the project that emerges from the planning study.

Sincerely,

Chis

Christopher Conklin, Director  
Montgomery County Department of Transportation  
240-777-7198

---

**From:** Eileen Finnegan <finnegan20903@yahoo.com>  
**Sent:** Friday, April 15, 2022 1:01 PM  
**To:** TPBComment@mwcog.org  
**Cc:** kates@takomaparkmd.gov; Glass's Office, Councilmember <Councilmember.Glass@montgomerycountymd.gov>; Conklin, Christopher <Christopher.Conklin@montgomerycountymd.gov>; Erenrich, Gary <Gary.Erenrich@montgomerycountymd.gov>; Conklin, Joana <Joana.Conklin@montgomerycountymd.gov>; Orlin, Glenn <Glenn.Orlin@montgomerycountymd.gov>; Marks, Sandra <Sandra.Marks@montgomerycountymd.gov>; Salles, Cicero <Cicero.Salles@montgomerycountymd.gov>  
**Subject:** Visualize 2045 2022 Update: An Error and A Comment re New Hampshire BRT

### [EXTERNAL EMAIL]

Thank you for the opportunity to provide comments on the latest update to Visualize 2045. I have two specific points regarding the Montgomery County New Hampshire BRT, PIT #CE3672.

### An Error:

The text and charts in the Draft and the Appendices incorrectly identifies the southern terminus of the Montgomery County New Hampshire BRT as the Takoma Metro. The graphic more correctly shows the terminus as Eastern Avenue at New Hampshire Avenue.

**The New Hampshire BRT, as planned, will terminate at the Fort Totten Metro Station in The District.** Although the documentation submitted in 2018, specifies Eastern Ave (The District Line), the plan has always been to connect the New Hampshire Corridor to the Metro at Fort Totten. It appears that the confusion regarding which Metro Station may have begun with then-Director Roshdieh's letter of January 16, 2018 which incorrectly provided the Takoma Metro as the terminus. The Project Form submitted with that letter however shows Eastern Ave as the terminus. Attached is the 2018 TPB action with documents showing the origin of the confusion.

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#### **A Comment on Timing:**

The initial planning for the New Hampshire BRT was started this fiscal year by Montgomery County Department of Transportation as has the North Bethesda Transitway. The New Hampshire BRT is critical to serve mixed-use development which is currently moving forward toward permitting and construction along New Hampshire Avenue in the White Oak/Hillandale area. Additionally, the FDA White Oak Campus on New Hampshire is anticipated to grow to 18,000 on-site employees by 2035. Given these hopeful signs, seeing a completion date of 2045 is not reasonable. In collaboration with Montgomery County Department of Transportation, please reassess the completion date for this project. Having a goal of 2030, 2035 or even 2040 would be an improvement for this under-served community.

Regards,  
Eileen Finnegan



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## TPB Public Comment

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**From:** Susan Tate <flowers15@verizon.net>  
**Sent:** Monday, April 18, 2022 1:55 PM  
**To:** TPBcomment  
**Subject:** Reducing greenhouse gas emissions from the region's transportation system

**Categories:** V45 - Other emails

I'm a longtime resident of Alexandria, a retired biology teacher, and have children and grandchildren--I worry about what kind of world we are leaving to them.

The draft Visualize 2045 plan makes no progress on reducing greenhouse gases or car dependence since the last plan. This is unacceptable. Targets need to be set to measure progress and promote citizen participation. Targets will also hold decision makers accountable--this needs to be a priority if we plan to spend the future with livable air to breathe.

As usual, money is an important part of the solution and choices need to be made. Can we convince folks to pay more in taxes to fund electric vehicle infrastructure and transit buses, to use higher price parking and penalizing driving when there are reduction free greenhouse gas alternatives?

Please commit to pursuing climate strategies for a world with the air quality that we have squandered. We can't continue to live here without it, and those of us who have plenty to eat and good health care, etc need to step up help pay for the luxury of door to door automobile travel--a thing of the past.

Thank you,  
Sue Tate



## TPB Public Comment

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**From:** Warren Beeton <wlbeeton@gmail.com>  
**Sent:** Monday, April 18, 2022 3:47 PM  
**To:** TPBcomment; Wheeler, Ann; vsangry@pwcgov.org; psebesky@manassasva.gov; j.rishell@manassasparkva.gov  
**Subject:** Citizens' Climate Lobby Comments on 1) Draft 2022 update to Visualize 2045, 2) Draft Air Quality Conformity Determination for Visualize 2045, 3) Draft Fiscal Year 2023-2026 Transportation Improvement Program (TIP)  
**Categories:** V45 - Other emails

The Prince William Chapter of Citizens' Climate Lobby would like to submit public comments as follows on the Draft 2022 Update to Visualize 2045, its long-range (20+ year transportation plan; the Draft Air Quality Conformity Determination for Visualize 2045; and the Draft Fiscal Year 2023–2026 Transportation Improvement Program (TIP):

**The MWCOG jurisdictions have set a target to reduce greenhouse gas emissions to 50% of the 2005 level by 2030. The Visualize 2045 Plan should identify how the emissions from the transportation sector will contribute to that reduction.**

**Vague policy statements in the current draft should be strengthened by the addition of one simple statement: "Projected changes in greenhouse gas emissions will be quantified for all projects in the Visualize 2045 Plan, with a commitment that all MWCOG jurisdictions will plan and fund future mobility infrastructure so the 2030 target will be achieved on schedule."**

Thank you for considering our comments.

Your truly,  
Warren Beeton, Group Leader  
Prince William County Chapter, Citizens' Climate Lobby



## TPB Public Comment

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**From:** Lindsey Mendelson (lindsey.mendelson@mdsierra.org) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Monday, April 18, 2022 5:46 PM  
**To:** TPBcomment  
**Subject:** Reject the entire I-495 and I-270 toll lanes plan from Visualize 2045!  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please protect Marylanders and future generations from misguided plans to privatize I-495 and I-270 with toll lanes!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Lindsey Mendelson  
4555 Longfellow  
Hyattsville, MD 20781  
lindsey.mendelson@mdsierra.org  
(240) 706-7901

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Joanne Hutton <joannerhutton@gmail.com>  
**Sent:** Tuesday, April 19, 2022 9:24 AM  
**To:** tkaratonis@arlingtonva.us; dmalouff@arlingtonva.us; TPBcomment  
**Subject:** TPB must adopt strong climate targets and policies for Visualize 2045 on April 20

**Categories:** V45 - Other emails

The current work of this Transportation Planning Board fails to rise to the standard "Think global, act local." As a member of the Faith Alliance for Climate Solutions, I am concerned with the following shortcomings:

- The draft Visualize 2045 plan makes no progress on reducing greenhouse gases or car dependence since the last plan; this is unacceptable.
- The Plan's climate strategies are vague and don't commit to any targets; supposedly TPB board members will be adding more climate details to the plan in May - but without public review and comment before they adopt the plan in June.
- On April 20, at their climate workshop TPB board members need to add specific, numeric 2030 targets for EV adoption and per capita VMT reductions to the plan, and include the whole slate of necessary strategies from TPB's climate study. These specific targets are needed, in addition to an overall GHG target for transportation, to inform decision makers and hold them accountable in addressing our largest source of climate pollution.

Necessary climate strategies that TPB must commit to pursue are: walkable transit-oriented land use, pricing parking and road congestion, making commuter benefits equitable for those who walk and depend on transit or biking compared to driving, investing in electric vehicle infrastructure and transit buses, and shifting funding to transit, walking and biking investments and away from highway capacity expansion.

Thank you for your attention and responsiveness.

Joanne Hutton  
3806 27th Street N  
Arlington, VA. 22207

## TPB Public Comment

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**From:** Barbara Sahli (bsahli@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Tuesday, April 19, 2022 12:43 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project

**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

I am concerned about air quality, traffic congestion, and choosing between the expensive tolls to make a short trip or driving with more anticipated traffic through the neighborhoods.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

We are community-centric, residential Maryland and not the futuristic highway conglomerate and graphic novel of Northern Virginia.

Sincerely,

Barbara Sahli  
115 Indian Spring Drive  
Silver Spring, MD 20901  
bsahli@aol.com  
(301) 585-5982

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Hope Clark <hope@climate-xchange.org>  
**Sent:** Tuesday, April 19, 2022 12:45 PM  
**To:** TPBcomment  
**Subject:** Please address climate NOW in your Visualize 2045 plan

**Categories:** V45 - Other emails

Hello,

As you adopt climate strategies, please note:

- The current draft of Visualize 2045 fails to make any progress from the 2018 plan in reducing greenhouse gas emissions and car dependence.
- The draft plan's climate section is vague and sets no specific measures.
- However, TPB's climate study provides very clear findings on what is needed and achievable.
- Visualize 2045 needs to identify not just an overall greenhouse gas reduction target for transportation but also specific numeric targets for electric vehicles and vehicle miles traveled.
- TPB's climate study and national research indicate we need 20-25% of passenger vehicles on the road to be EVs by 2030, and per capita VMT for passenger vehicles reduced 15-20% by 2030.
- Likewise, the strategies that you adopt should reflect what is necessary to keep our region and world safe from disastrous climate change.
- We appreciate the leadership of TPB members who are making this a priority.

Thank you so much,

Hope Clark (she/her)  
Maryland Organizer  
443-399-6131



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[Sign Up](#) for [Our Newsletter!](#)

## TPB Public Comment

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**From:** Yvette White <yvette@fabb-bikes.org>  
**Sent:** Wednesday, April 20, 2022 9:21 AM  
**To:** TPBcomment  
**Subject:** Invest in climate saving transportation

**Categories:** V45 - Other emails

For your upcoming planning meeting today, I urge you to invest in transit, biking, walking and other active transportation modes that are healthy financially, physically and ecologically. Highway widenings are expensive and have yet to solve our region's transportation woes because solo driving does not scale.

Please invest in a transit, active transportation model for our region.

Thank you,  
Yvette White

## TPB Public Comment

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**From:** Stewart Schwartz <stewart@smartergrowth.net>  
**Sent:** Wednesday, April 20, 2022 10:25 AM  
**To:** TPBcomment; psebesky@manassasva.gov; chenderson@dccouncil.us; collinsr@charlescountymd.gov  
**Cc:** Bill Pugh; lee.hockstader@washpost.com; ian.duncan@washpost.com; Richardson, Timothy; Semel, Mike; Olivo, Antonio; Lazo, Luz E; George, Justin; Armus, Teo; rebecca.tan@washpost.com; sarah.kaplan@washpost.com; Samenow, Jason; brady.dennis@washpost.com  
**Subject:** To TPB: Humanity has a 'brief and rapidly closing window' to avoid a hotter, deadly future - The U.N.  
**Categories:** V45 - Other emails

TPB Members:

**As you meet today on whether you will act on climate and transportation...**

**We have just a few years to act aggressively on climate. Will you set strong GHG, VMT reduction goals?** Set strong EV goals too. But EVs will not be enough. We must reduce vehicle miles traveled by 15-20% by 2030 and you must change your transportation plans to help us reach our goals. We need to focus on TOD, transit, and pricing to get there.

**Humanity has a 'brief and rapidly closing window' to avoid a hotter, deadly future, U.N. climate report says**

Washington Post, Feb 28, 2022

<https://www.washingtonpost.com/climate-environment/2022/02/28/ipcc-united-nations-climate-change-adaptation/>

**Will you act?**

Stewart

**Stewart Schwartz** | Executive Director  
**Coalition for Smarter Growth**

PO Box 73282

Washington, DC 20056

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[stewart@smartergrowth.net](mailto:stewart@smartergrowth.net)

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## TPB Public Comment

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**From:** Paula Posas (pposas@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 4:09 AM  
**To:** TPBcomment  
**Subject:** Beware the I-495 and I-270 toll lanes CONTRACT, we should not move forward with this project.

**Categories:** V45 - Other emails, V45 - I-495 & I-270

Dear Transportation Planning Board,

I support NOT moving forward with the toll lanes with Transurban. One of the main reasons? Because of the contract. The deal is only good for taxpayers the minute the construction (section) contract is inked. From then on, we will NEVER stop owing money to Transurban. Look at the phase developer term sheet at the compensation and relief events. We owe them for pandemic, we owe them for mistakes made in VA at the tie-in area, we owe them for changes in law, competing facilities, anything done that could impact their revenue generation. There are 30 items plus more force majeure events. It's a big, big trick to make us a cash cow for an Australia-based multinational company and its investors AT MARYLAND TAXPAYERS' EXPENSE. There is no free lunch. This is a very bad deal.

See Items 35 and 40 in the term sheet - [https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fplanesmd.com%2fwp-content%2fuploads%2f2021%2f06%2fPhase-1-P3-Agreement-Exhibit-8-%e2%80%93-Section-P3-Agreement-Term-Sheet.pdf&c=E,1,6mxSuhWpZegaXG51VeRj1DRbiel3ZsoUH0A\\_9ur1got1Kbl37CrVYZmggsU9kyg\\_8NM-UDDJqqB5kxg1XJY5iuMEf38mjwgxQHZZsdn&typo=1](https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fplanesmd.com%2fwp-content%2fuploads%2f2021%2f06%2fPhase-1-P3-Agreement-Exhibit-8-%e2%80%93-Section-P3-Agreement-Term-Sheet.pdf&c=E,1,6mxSuhWpZegaXG51VeRj1DRbiel3ZsoUH0A_9ur1got1Kbl37CrVYZmggsU9kyg_8NM-UDDJqqB5kxg1XJY5iuMEf38mjwgxQHZZsdn&typo=1)

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045, and do not otherwise support it. The details matter. One cannot make these decisions just on a perception or belief of the marketing literature.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan and any other plan.

Sincerely,

Paula Posas  
11003 Easecrest Dr  
Silver Spring, MD 20902  
pposas@gmail.com  
(301) 832-2153

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** David Kosterlitz <david.s.kosterlitz@gmail.com>  
**Sent:** Saturday, April 23, 2022 9:13 AM  
**To:** TPBcomment  
**Cc:** Delegate Ariana Kelly; Barbara Coufal; arlene Montemarano; Marc Korman; Sara Love; Ross Capon; BEN ROSS; Shruti Bhatnagar  
**Subject:** Don't widen I-495 or I-270  
**Categories:** V45 - Other emails

Visualize 2045 would widen the entire beltway despite earlier representations that the plan would not widen the beltway east of I-270. This entire process by MDOT over the last several years has been characterized by stealth, deception of the public and misrepresentation. Time to end the entire project. It is a fiscal, environmental and social disaster.

--

David S. Kosterlitz  
6209 Hollins Dr  
Bethesda, MD 20817

(301) 928-1818

## TPB Public Comment

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**From:** Tacey Battley <taceybattley@gmail.com>  
**Sent:** Saturday, April 23, 2022 10:56 AM  
**To:** TPBcomment  
**Subject:** Street Marking Reflective Painting for Safe Driving in the Dark

**Categories:** V45 - Other emails

Dear Planners,

To ensure the reduction of accidents, lane markings on curbs and between lanes must be refreshed with reflective paint at frequent intervals.

Current vehicle headlights are blindingly bright. Without painted lines on the sides of the roads and between lanes it is difficult to stay in lane when driving in the dark. Repainting only when there is re-pavement is not frequent enough. The lane markings of the George Washington Parkway northbound of Alexandria are horribly pale.

Reflective paint is much cheaper than putting up a lot of street light poles. Please prevent accidents with more road reflective paint marking.

Thank you for your help,  
Tacey Battley

## TPB Public Comment

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**From:** Corina Cooling <antoinettesmasher@gmail.com>  
**Sent:** Monday, April 25, 2022 10:03 AM  
**To:** TPBcomment  
**Subject:** I495/I270 Visualize 2045 Long Range Plan

**Categories:** V45 - Other emails

Hello,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Corina Cooling  
2317 Fire House Rd  
Hyattsville, MD 20785  
[antoinettesmasher@gmail.com](mailto:antoinettesmasher@gmail.com)  
(936) 355-2536

## TPB Public Comment

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**From:** Bee Ditzler <bee.ditzler@gmail.com>  
**Sent:** Wednesday, April 27, 2022 11:15 AM  
**To:** TPBcomment  
**Subject:** TPB 2045 Plan

**Categories:** V45 - I-495 & I-270, V45 - Other emails

The 2045 Plan should encompass good environmental stewardship which includes, air, water and land. Each section of the plan should incorporate the idea of changing and adapting to how we grow, build, and with our behaviors. In looking at this plan, every section does not comply with the goals of the plan.

I draw particular attention to Page 95 Section A of the plan that incorporates both the study and preliminary design work for beltway expansion for the entire Maryland section of the Beltway. That entire section should be eliminated from the Plan. These plans were never voted to be incorporated in the plan and should be eliminated. They are wrong.

As the Plan is discussed at the May meeting, please remove erroneous material. This should be a forward thinking document and not one that is mired in the past.

Barbara Ditzler  
Montgomery County, Maryland

## TPB Public Comment

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**From:** Mark <mark@rensoftware.com>  
**Sent:** Wednesday, April 27, 2022 1:06 PM  
**To:** TPBcomment  
**Subject:** Long Term Beltway Expansion is a Bad Idea

**Categories:** V45 - I-495 & I-270, V45 - Other emails

I oppose the draft long range transportation plan for Montgomery County as written.

As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway.

Evidence demonstrates no long term reduction in traffic with lane expansions. We need public transportation expansion and to preserve our green belts and neighborhoods, not construction disruption, noise and bad air.

This draft is also an environmental problem. Rather than decreasing Maryland's emissions and carbon footprint, this plan destroys mature trees and decreases our children's green space.

We ought to make public transportation \_the\_ future of Montgomery County. In cities and suburbs with excellent public transport, civil society is stronger, carbon footprint is lower, and property values go up (raising revenue). Let's enrich our county with easier accessibility to business/shopping centers and decreased car ownership/use - both of which redirect money into the economy and tax revenue. Let's enrich our future with preservation of our parks and green space and reduced emissions.

Please reverse that provision.

Mark Leymaster  
Silver Spring, MD

## TPB Public Comment

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**From:** Douglas Stewart <douglasbstewart@gmail.com>  
**Sent:** Friday, April 29, 2022 3:31 PM  
**To:** TPBcomment  
**Subject:** Visualize2045 plan

**Categories:** V45 - Other emails

I am submitting these comments on the 2022 update to the Metropolitan Washington region's Constrained Long-Range Plan for transportation. I appreciate that COG and the Transportation Planning Board and staff have made significant strides in planning a more resilient transportation network with more travel choices. However, the Maryland and Virginia DOTs, and many member jurisdictions, haven't adjusted their plans or priorities. This must change if we are serious about expanding clean transportation choices and reducing greenhouse gas emissions.

For the Visualize2045 plan, the TPB approved new guidelines to screen submitted projects against the 7 aspirational transportation strategies approved with the previous CLRP and the region's goals for reducing greenhouse gas emissions. But under the draft CLRP, we will be driving almost as much as we did before. Modeling of the plan projects only a modest reduction in per capita driving, a 3% change by 2045 – no different than the previous CLRP.

Expanding transit should be the main focus for providing a more resilient and less polluting regional transportation network. Instead, the plan has \$28 billion allocated for highway expansion, vs. \$13.8 billion for transit expansion. Fairfax, Prince William and Loudoun's submissions are mostly road expansion projects that will only continue to make their residents and commuters more rather than less dependent on driving. This will only add to our traffic congestion and greenhouse gas emissions, while diminishing residents' quality of life by essentially compelling them to have to spend more time in their cars and less with their families and in their communities.

The TPB should set more definitive targets for reducing vehicle miles traveled and screen future projects against these targets. If local jurisdictions and states' packages of projects fail to reduce VMTs by 20% and reduce greenhouse gas emissions needed to meet their share of regional GHG reduction goals, these entities' shortcomings should be called out in the plan analysis. While the TPB may have limited options for removing projects from the plan, a more transparent analysis of where we are falling short in meeting goals for reducing VMTs and greenhouse gases might help better identify the incentives we need to change course.

Thank you for considering my views.

--

Douglas Stewart  
10822 Maple Street  
Fairfax, VA 22030  
[douglasbstewart@gmail.com](mailto:douglasbstewart@gmail.com)  
703-407-2790 (cell)

## TPB Public Comment

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**From:** Drew Veysey <drew.veysey@gmail.com>  
**Sent:** Friday, April 29, 2022 4:31 PM  
**To:** TPBcomment  
**Cc:** Kate Light  
**Subject:** Comments in response to Visualize 2045

**Categories:** V45 - Other emails

Good afternoon,

I received a postcard in the mail from the National Capital Region Transportation Planning Board inviting me to "Comment. Learn. Get Involved!"

My name is Drew Veysey and I live in the Brightwood neighborhood of Washington DC. For transportation I use a car, bicycle, bus, metro rail, and my legs.

The Visualize 2045 Plan is massive - 236 pages! So while on the one hand it is a great accomplishment for you and your staff, on the other hand it is fanciful to expect any regular constituent to read the whole thing. Therefore the comments that follow are based upon keyword searching and my requests for my local Brightwood community - not a reaction after meticulous reading of the whole plan.

- I'm very concerned about climate change. That is heightened because although you've modeled emissions reduction scenarios I'm afraid that the TPB and associated governments won't do what it takes to evolve the transportation system to zero emission.
- Please don't add more roads, add lanes, or widen lanes. I see you added up all the mentions of "more roads" on page 65; well please count me as a "minus 1" in that tally. What an awful awful suggestion.
- Do not expand the highway network. Seeing aspirations like "Expand the Express Highway Network" is very upsetting to me and is a waste of taxpayer money. Please obey the law of induced demand and improve the transportation system without more highways.
- To get to vision zero there will need to be a tremendous improvement to walking and biking infrastructure. Also to get to vision zero there will have to be street redesign to slow the cars down in dense pedestrian/cycling areas. I found no reference to traffic calming in the document, although you may have chosen to use different terminology.
- Need traffic calming and 10 times more pedestrian safety measures on Georgia Ave. I appreciate that there has been some traffic calming on Piney Branch in some portions, but there needs to be much more. I'd be delighted if there were raised crosswalks at Piney Branch and Underwood St, Piney Branch and Van Buren, and Georgia Ave near Underwood St. I have actually seen a pedestrian get hit by a car while the pedestrian was crossing using the Georgia Ave crosswalk near Underwood - that should be made much much safer!
- Need to replace the Georgia Avenue buses with a dedicated lane streetcar.
- Please replace all diesel buses with electric ones by 2030 at the latest.
- Please more dedicated bus lanes and bus rapid transit.
- Replace cycling sharrows with protected bike lanes. Sharrows are dangerous.
- We need more public fast chargers for electric vehicles (not Level 2 chargers). The phrase "852 EV Charging Stations 2,424 and EV plugs" really needs to be split up between public level 2 chargers and public fast chargers; both those things fill really different needs.
- The report lacks mentions of infill, in-fill, or in fill. The region needs land use policy to encourage more density and less sprawl.



- There should be encouragement for the generation of renewable electricity (solar pv, wind turbines, micro hydro) integrated into transportation infrastructure and facilities. The region is full of big box stores with enormous parking lots that could be shaded with solar panels; obviously government facilities should lead by example and cover their parking lots with solar.
- Don't design the future transportation system in the region around automated vehicles (CAVs), design it around PEOPLE. Part of the promise around automated vehicles is that the transportation system won't have to change to accommodate them! So don't anticipate the possibilities with CAVs, focus all efforts on making the transportation system safe, clean, and efficient for people.

Thank you for reading my comment. I hope the ideas from my comment can be incorporated into the final draft of Visualize 2045.

Drew Veysey

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Drew Veysey

## TPB Public Comment

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**From:** Gail Landy <ag7dollar@msn.com>  
**Sent:** Saturday, April 30, 2022 2:48 PM  
**To:** TPBcomment  
**Subject:** Visualize 2045 Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** V45 - Other emails

A vision for the future

Our roads need to prioritize multimodal traffic. Conditions for pedestrians and bicyclists are currently unsafe and deaths and severe injuries are imminent. Both urban and suburban areas must be transformed to prioritize walking both to transit and shopping rather than catering to car and truck traffic. This entails reducing the number of lanes for vehicle traffic and reducing speed limits especially in urban centers and residential neighborhoods. Sidewalks need to be widened and allow for the disabled in wheelchairs. Roads need to have special lanes for bikes and scooters, preferably isolated with barriers in urban communities. Multi-colored crosswalks that are shortened for pedestrians and wide median islands. Circular road provisions for left turns, slowing traffic need to be provided. Install more frequent HALK signals for crossing especially at high pedestrian business locals. Dedicated bus lanes, preferably along the median strip with shelters can make buses more efficient and safer to board.

We need to make our city and suburban streets more walkable and stop focusing on driver convenience and their time constraints. We need to continue outdoor dining that was established during the pandemic and reduce our parking lot size. Prioritizing public transportation is the goal along with the necessary infrastructure for access, including bike racks.

A walkable community is prioritized, where we can access retail and grocery stores, entertainment venues, and offices situated close to public transit. We need to wind down our reliance on cars.

Gail Landy  
17600 Silver Dollar CT  
Gaithersburg, MD 20877

## TPB Public Comment

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**From:** Byron Bloch <byron@autosafetyexpert.com>  
**Sent:** Saturday, April 30, 2022 4:38 PM  
**To:** TPBcomment; County.Council@MontgomeryCountyMD.gov  
**Cc:** marc@marcelrich.org; debbie.spielberg@montgomerycountymd.gov; Mayor Bridget Newton; info@dontwiden270.org; councilmember.glass@montgomerycountymd.gov; councilmember.katz@montgomerycountymd.gov; info@marylandmatters.org; councilmember.hucker@montgomerycountymd.gov; councilmember.riemer@montgomerycountymd.gov; jamie.raskin@mail.house.gov; councilmember.albornoz@montgomerycountymd.gov; councilmember.rice@montgomerycountymd.gov; assistance@vanhollen.senate.gov; councilmember.friedson@montgomerycountymd.gov; councilmember.navarro@montgomerycountymd.gov; councilmember.jiwando@montgomerycountymd.gov; Senator Brian J. Feldman  
**Subject:** Comments & Concerns about I-270 Widening & Toll Lanes  
**Attachments:** Urgent Concern on Toxic Silica Dust-April 2022 copy.pdf; 1-Nat'l Cancer Inst.-Silica Dust.pdf; 3-Highway Repair Silicosis-APHA.pdf  
**Categories:** V45 - Other emails

To: Transportation Planning Board, the Montgomery County Council, and others,

**The attached PDF documents are hereby being submitted in my strong opposition to the I-270 / 495 Widening and Toll Lanes pending proposal by TransUrban and its affiliates.** Further, the Supplemental Draft Environmental Impact Study (SDEIS) of October 2021 had failed to address virtually all of the concerns described herein. And too many elected officials appear willing to ignore these urgent public health and public safety concerns.

**Many of my neighbors here in the Inverness Forest Citizens Association (called STICA) also oppose this I-270 Widening and Toll Lanes scheme,** as do many others in adjoining neighborhoods. We are ready to pursue public campaigns and litigation if and as may become necessary as this outrageous project continues with its political maneuvering and its ignoring of public citizen concerns.

**On behalf of public health and public safety concerns for all citizens, please review and consider and respond fully to to the issues expressed in the attached documents. Thank you.**

:

*Byron Bloch*

Potomac, Maryland

Resident here for 33 years.

## TPB Public Comment

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**From:** Rob Whitfield <robwhitfield@ymail.com>  
**Sent:** Sunday, May 1, 2022 5:53 PM  
**To:** TPBcomment  
**Cc:** Jeff McKay; Walter Alcorn; Supervisor Penelope A. Gross; Braddock BOS; John W. Foust; Pat Herrity; Supervisor Rodney L. Lusk; Dan Storck  
**Subject:** VISUALIZE 2045 IMPLEMENTATION  
**Categories:** Novel

TO WHOM IT CXONCERNS

PLEASE IMPLEMENT VISUALZE 2045 AS PRESENTLY PROPOSED.WITHOUT REDUCTIONS IN ANY PRESENTLY APPROVED HIGHWAYS

I USED TO ATTEND TPB MONTHLY MEETING PRIOR TO THE COVID 19 PANDEMIC

I ATTENDED ONE (OR MAYBE TWO) PUBLIC MEETINGS IN FAIRFAX COUNTY ON VISUALIZE 2045 IN 2019. SIGNED UP TO RECEIVE INFORMATION BUT NEVER HEARD ANYTHING MORE.

BEFORE YOU ADOPT A FINAL VISUALIZE 2045 PLAN, PLEASE HOLD ADDITIONAL PUBLIC MEETINGS.

THERE SEEMS TO HAVE BEEN NO PUBLCLITY AS TO WHAT IS PROPOSED.

ROB WHITFIELD  
FAIRFAX COUNTY TAXPAYERS ALLIANCE BOARD MEMBER

## TPB Public Comment

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**From:** B Ditzler <bditzler@gmail.com>  
**Sent:** Sunday, May 1, 2022 8:01 PM  
**To:** TPBcomment  
**Subject:** My comments on Visualize2045

**Categories:** V45 - Other emails

TPB's Visualize 2045 Plan as now written is unacceptable for a number of reasons.

- It ignores transportation-related recommendations contained in COG's Climate Action Plan adopted in November 2020.
- It ignores TPB's decision at the start of the Visualize 2045 process in December 2020 to prioritize investments in projects, programs and policies to reduce greenhouse gas emissions and achieve COG's land use and equity goals.
- It ignores the initial findings of TPB's Climate Change Mitigation Study which found there was a clear consensus of national research and studies from this region that said shifting more travel to transit, biking and walk with greater adoption of electric vehicles is necessary to meet TPB's climate targets.
- It ignores public comments on TPB's draft plan a year ago that said the plan needed to shift its investments to more sustainable transportation options with less emphasis on highway expansion.

Despite COG's and TPB's climate plans, TPB's Climate Change Mitigation Study, and public comments on TPB's draft plan a year ago, almost no projects have changed in the proposed Visualize 2045 plan since 2018 when the last plan was proposed.

The proposed plan calls for spending \$28.2 billion on highway expansion, which would inevitably lead to more car dependence, more greenhouse gas emissions, and more car-dependent development. This would perpetuate and exacerbate current climate-damaging trends. Half the amount planned for highway expansion, \$14.6 billion, is planned for expanding transit, pedestrian and bicycle networks.

What you are proposing to do is the opposite of what is needed. Climate change is not just a future threat; it is already underway. TPB's current plan needs to be redone to remove unnecessary and environmentally destructive highway expansion projects that would induce more driving, and result in more pollution and sprawl. The Visualize 2045 plan needs to pursue the strategies that TPB's own Climate Mitigation Study says are necessary. It needs to contain specific, numerical targets for reducing per capita vehicle miles traveled 15 to 20% by 2030, to set aggressive greenhouse reduction targets, and to shift more travel to transit, walking and biking.

In summary, the TPB needs to rework its proposed Visualize 2045 plan to do what makes most sense for our regional transportation network, and what's right for our environment and the millions of people who live and work in our region.

Brian Ditzler  
1225 Noyes Drive, Silver Spring, MD 20910

## TPB Public Comment

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**From:** Pamela Van Hine <pvanhine@gmail.com>  
**Sent:** Sunday, May 1, 2022 8:51 PM  
**To:** TPBcomment  
**Cc:** pvanhine  
**Subject:** Comments on Visualize 2045 draft (and bike-ped plan)

**Categories:** V45 - Other emails

To: [TPBComment@mwkog.org](mailto:TPBComment@mwkog.org)

From: Pamela Van Hine, 915 19<sup>th</sup> St South, Arlington VA 22202, [pvanhine@gmail.com](mailto:pvanhine@gmail.com) (please don't publish my contact information)

Date: May 1, 2022

RE: Visualize 2045 – my personal comments

Thank you for giving us the opportunity to comment on the Visualize 2045 draft report. These are my comments on the draft report and the draft bike-ped plan. I apologize for the disorganization of my comments. I wish I had more time to study the report and prepare better compiled comments, but I did not. Overall, both plans are very impressive and quite comprehensive and organized and presented in a consistent format, which makes them easy to follow.

My random comments:

- Can the planning area be expanded beyond your current boundaries? Your planning area appears to be limited to DC and the counties and cities surrounding DC. Yet many commuters are traveling to our region from Baltimore and points further north and east in Maryland, from West Virginia, from SE Pennsylvania, and even Delaware. How can we integrate the best transportation planning for everyone who commutes to our area, but who may not have convenient, cost-effective, reliable, and time-efficient alternatives to SOV.
- Your goal for creating activity centers where people and jobs are in the same livable community is great, and I appreciate your linking housing availability and affordability to transportation needs. But how do we create effective activity centers that will attract the employees to these jobs? I heard recently that many of the Amazon “new hires” are not relocating to the National Landing area, and I’d love to understand why not. Did they already live in the general area (broadly defined) and don’t want to move, is our neighborhood too expensive for most Amazon employees, do they find it undesirable for some reason?
- Draft Bike and Pedestrian Plan for the National Capital Region, March 16, 2022 <https://www.mwkog.org/documents/2022/03/16/bicycle-and-pedestrian-plan-for-the-national-capital-region--bicycling-bike-to-work-day-bikesharing-walking/> This plan is a terrific compilation of information and goals for optimizing bike-ped safety and use throughout the DC region. Please provide a specific section on this plan in the overall plan (it’s cited, but scattered).
- The recommended practices are all great, including:
- B. IMPROVE INTER-JURISDICTIONAL COORDINATION TO DEVELOP A CONTINUOUS BICYCLE AND PEDESTRIAN TRANSPORTATION SYSTEM THROUGHOUT THE WASHINGTON METROPOLITAN AREA. Yes, absolutely – and note that this is not just a “trail network”, but frequently on local streets (hopefully complete streets).
- C. DEVELOP AND ADHERE TO CONSISTENT BICYCLE AND PEDESTRIAN FACILITY DESIGN AND CONSTRUCTION STANDARDS IN EACH JURISDICTION
- L. DEVELOP PEDESTRIAN AND BICYCLE SAFETY EDUCATION AND ENFORCEMENT PROGRAMS IN ALL JURISDICTIONS. This should also include drivers’ education and using other transportation modes.
- Both documents (overall plan and bike-ped plan) should include more information on Vision Zero and the Safe Systems approach to reducing/preventing serious crashes, injuries, and deaths. Some information is in the section on safety, but please add more details on this important global initiative and what current studies – and our own regional experiences –

show is working (and not working). Stress the importance of design over personal behavior, whether driver or pedestrian; avoid victim blaming if possible.

- Bike-ped projects: I'm surprised to not see the CC2DCA project here. Is that because it's still in NEPA?
- Arlington recently gathered comprehensive data on the state of our sidewalk network, which hopefully will be the first step towards correcting "missing links" and sidewalks and pedestrian ramps in poor condition. Are other jurisdictions in the area also doing this?
- I agree that the aspirational initiative of providing better bike-ped access to transit is critical; TAFAs are a great idea; I like that you address safety and comfort for bike-ped infrastructure to encourage use (though I'd emphasize safety more). Please also emphasize that biking and walking are important modes of transportation in their own right, not just as a "first and last mile" mode.
- Can you talk more about the PUDO problem in the main report – and its impact on traffic congestion and bike-ped safety? Some discussion is in the brief section on trucking (p.153), though it's not called PUDO – nor does the section talk about all the different types of PUDO and PUDO vehicles (including bikes) and their impact.
- Can you also address the importance of good wayfinding to encourage bike-ped use (important for transit riders and drivers as well).
- I like the nice little section on CAVs – and basic guidelines.

Thank you!



## TPB Public Comment

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**From:** Travis Lim <travis.lim@gmail.com>  
**Sent:** Sunday, May 1, 2022 9:36 PM  
**To:** TPBcomment  
**Cc:** callen@dccouncil.us; athomas-davis@dccouncil.us  
**Subject:** DC Resident public feedback on visualize 2045

**Categories:** V45 - Other emails

To: National Capital Region Transportation Planning Board (TPB), Councilman Allen and team

Re: Public comment on Visualize 2045 plan

Thanks for allowing us to provide public feedback on the plan. The most important unifying idea behind the entire Visualize 2045 plan, is one that is *not* car-centric, summarized on page 97: **"Diverse economic activities would thrive if people can easily move around their communities. Older adults, people with disabilities, and transit-dependent populations would have more opportunities to get around without a car. Communities would benefit from increased street life and renewed vibrancy."**

- This is a priority theme that should effectively supersede all other planning considerations in the visualize 2045 document; **no matter what other transpo policies, levers, infrastructure and services are established, people's behavior are driven primarily by where, what, and how they want to spend their time;**
- Consistently, people enjoy being in the outdoors, they want walkability, they want mixed use spaces on the human scale. Nobody wants to spend time in urban sprawl driving from box store to work to subdivision and back.
- In the draft Visualize 2045 plan, a laughably minuscule amount is dedicated to walking and biking infrastructure (0.4% !!!!!). too much funding is devoted to highway expansion. Although building a bike path is relatively inexpensive, a more holistic approach is required where transit, biking and walking are linked by thoughtful green community spaces with mixed residential and commercial use. If we increased that budget to even 4-10%, we could make spaces that people actually want to spend time in.

Additionally, our family would urge you to consider the following specific interventions in order to achieve the plan:

### 1) Superblocks pilot (a.k.a. slow streets DC 2.0)

The ask:

- Throughout DC, pilot a few 3x3 block areas [modeled on Barcelona's "super blocks"](#) by **completely blocking through traffic** (local resident traffic and emergency vehicles can still enter, but must come out the same way). Speed limits inside the super blocks is limited to 15 mph (similar to school/playground zones) and streets are narrowed. Traffic around the edges of the super blocks would be encouraged and facilitated as normal.
- This design can be applied to areas under new development, or retroactively applied to existing areas in a limited/selective way

The effect:

- Facilitate and encourage walking and biking, two modes of transportation that also further emissions goals
- Mitigate urban heat island effects and air pollution penetration by creating "inner courtyard" cooling effects
- Create natural focal points for green spaces, small-scale commercial use, and public art, therefore increasing community interaction, happiness, and public health

The evidence:

- Closing smaller streets during the pandemic temporarily in the “slow streets” was generally well received, but the problem was that some drivers did not heed the signs. Importantly, this policy experiment failed because the inner roads of the Superblock must be completely impassable to through traffic.
- Multiple papers have demonstrated benefits to health and well-being using such a Superblock design
- [Recent fierce community mobilization](#) to attempt to save Mott’s market near Lincoln Park demonstrates the strongly felt desire for hyper-local mixed use

## **2) EV chargers along the sidewalk in residential parking areas (DC)**

The problem: in dense urban areas in most of DC, the vast majority of row houses and high density apartments do not have garages. Therefore there is no way to plug in an EV at home, making EV ownership completely impractical.

The ask: Establish multiple EV charging stations over all high density residential sidewalk blocks so that residents who have no garage can park and charge an EV vehicle on the street. Resident would pay for the cost of charging their vehicle.

Bonus: Partner with community DC solar organizations to ensure that the majority of power provided to the street charging stations can be sourced to renewable or solar energy.

## **3) Equity and public transit subsidy through tolls**

The ask:

- Increase tolls to \$10-25 (proportionately scaled to traffic volumes) and make them more widespread across multiple arteries,
- Use this toll income to subsidize public transit (or make transit free), as well as fund capital transit developments or technological advancements
- Especially important along commute routes where an equivalent transit line is a viable existing alternative on that same artery.
- Allow “grace days” (1-2 days per week) for employees of companies that allow telework, where tolls are waived or greatly reduced if utilization happens 1-2 days per week or less.
- Make exceptions or give the “grace rate” for driver-based workers (like uber/lyft drivers, couriers, car/vanpool, delivery services, commercial drivers, etc.

The effect:

- Accelerate emissions goals achievement
- Reduce traffic congestion and collisions with vehicles, bikes, and pedestrians
- Increased revenues and increased equity
- Reduce the number of roads receiving wear-and-tear, therefore reducing road maintenance costs

## **4) Use tax levers to incentivize office location and telework policies**

The ask:

- Reformulate corporate property taxes and payroll taxes for employers and companies so that tax breaks are given to business who opt to locate workforce office locations near major transit hubs or Activity Centers. Offer a tax credit for business that allow their employees to telework (proportionate to the percent of total workforce man-hours teleworking per week)
- Conversely, increase property taxes and payroll taxes for employers and companies that locate in distant, disconnected office parks and locations that require expensive infrastructure to move and maintain workers there.
- Incentivize corporations and employers who have large empty office buildings near transit hubs and regional activity centers to sublease them, further densifying work into accessible and walkable areas.

The rationale:

- More than ever, the largest and most prominent employers in the region, as well as a substantial number of Federal Government agencies, are allowing and/or encouraging full-time telework already, meaning that demand for car highways and roadways will no longer have the same trajectory as it did pre-pandemic when the plan was first developed.

The evidence:

- We saw that during the pandemic, various [greenhouse gas emissions and other pollutions were reduced](#).
- [Analysis suggests that this could be due to telework](#).

Thank you for the opportunity to provide feedback on the plan. We would be happy to speak, present or elaborate on any of the ideas to the TPB at any time.

Travis Lim  
Justin Silcox

ANC Ward 6

## TPB Public Comment

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**From:** ayesha@everyactioncustom.com on behalf of Ayesha Amsa <ayesha@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 12:16 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
- It devotes far too much to highway expansion, \$28.2 billion, versus only \$14.6 billion for expanding our transit, pedestrian and bicycle networks.
- Many residents are stuck driving long trips for daily needs. The plan only makes a very modest reduction in per capita driving, a 3% change by 2045, no different from the 2018 plan.
- 84% of the region's residents said they wanted elected officials to consider climate change when planning transportation, and a majority of public comments on the plan last April specifically said that the proposed project list didn't do enough to meet our climate goals.
- Yet, almost no projects changed since the last plan. This was despite our elected officials' pledges to support climate action, transit-oriented development, and regional housing targets.

I call on you and your representatives on the TPB to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Ayesha Amsa  
8021 Georgia Ave Apt 802 Silver Spring, MD 20910-4980 ayesha@smartergrowth.net

## TPB Public Comment

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**From:** cyruschimento@everyactioncustom.com on behalf of Cyrus Chimento  
<cyruschimento@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 10:08 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Cyrus Chimento  
1863 Kalorama Rd NW Apt 4B Washington, DC 20009-8125 cyruschimento@gmail.com

## TPB Public Comment

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**From:** elizabethende@everyactioncustom.com on behalf of Elizabeth Ende  
<elizabethende@everyactioncustom.com>  
**Sent:** Tuesday, April 26, 2022 5:56 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
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We can only achieve a livable future with your leadership.

Sincerely,  
Mrs. Elizabeth Ende  
1425 Laburnum St Mclean, VA 22101-2524  
elizabethende@yahoo.com

## TPB Public Comment

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**From:** johnmichaellasalle@everyactioncustom.com on behalf of John Michael LaSalle  
<johnmichaellasalle@everyactioncustom.com>  
**Sent:** Sunday, April 24, 2022 3:36 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Mr. John Michael LaSalle  
2701 4th St NE Washington, DC 20002-1244 johnmichaellasalle@gmail.com

## TPB Public Comment

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**From:** ademaraais@everyactioncustom.com on behalf of Alex Demarais  
<ademaraais@everyactioncustom.com>  
**Sent:** Saturday, April 23, 2022 4:50 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study:

- 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels;
- 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and
- 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2:

- 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations;
- 2) Pricing - price parking and road congestion;
- 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and
- 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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We can only achieve a livable future with your leadership.

Sincerely,  
Alex Demarais  
9116 Eton Rd Silver Spring, MD 20901-4902 ademaraais@gmail.com



## TPB Public Comment

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**From:** hotjenday@everyactioncustom.com on behalf of Tammy King  
<hotjenday@everyactioncustom.com>  
**Sent:** Saturday, April 23, 2022 12:06 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

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We can only achieve a livable future with your leadership.

Sincerely,  
Dr. Tammy King  
29 Acadia Rd Gardner, MA 01440-1505  
hotjenday@aol.com

## TPB Public Comment

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**From:** atmehrotra@everyactioncustom.com on behalf of Ayesha Mehrotra  
<atmehrotra@everyactioncustom.com>  
**Sent:** Thursday, April 21, 2022 9:40 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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We can only achieve a livable future with your leadership.

Sincerely,  
Ayesha Mehrotra  
1921 8th St NW Unit 218E Washington, DC 20001-3153 atmehrotra@gmail.com

## TPB Public Comment

---

**From:** jakejanzen@everyactioncustom.com on behalf of Jacob Janzen  
<jakejanzen@everyactioncustom.com>  
**Sent:** Tuesday, April 19, 2022 5:28 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,  
Mr. Jacob Janzen  
1800 N Oak St Apt 1201 Arlington, VA 22209-2612 jakejanzen@yahoo.com

## TPB Public Comment

---

**From:** clewettj@everyactioncustom.com on behalf of John Clewett <clewettj@everyactioncustom.com>  
**Sent:** Tuesday, April 19, 2022 9:32 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

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The situation is extremely dire. The latest IPCC report (April 4, 2022, on Mitigation of Climate Change) said that all pathways that limit warming to no more than 1.5° C above pre-industrial levels require that greenhouse gas emissions (which are STILL rising) peak before 2025, and then decline by almost 45% from 2019 levels by 2030. (see [www.wri.org/insights/ipcc-report-2022-mitigation-climate-change](http://www.wri.org/insights/ipcc-report-2022-mitigation-climate-change)) A tall order, if we are to avoid crippling damage to human society and to our children's chances for a happy life. And yet the TPB potters along as if there's all the time in the world.

Why is the just-released "Visualize 2045" plan no better on reducing car dependence and climate emissions than the plan from four years ago? UN Secretary General António Guterres has said that our climate actions this decade will put us on one of two paths, the path of hope or the path of surrender. TPB's latest plan, that would reduce greenhouse gas emissions by only 18% below 2005 levels by 2045 (when we should be approaching carbon neutrality), chooses the path of surrender. This is an abject failure of responsibility. We must do better.

The TPB needs to dramatically up its game, so that our region has a chance to mitigate the tsunami of climate disasters that is about to overwhelm us.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,

Mr. John Clewett

2724 Pioneer Ln Falls Church, VA 22043-3411 clewettj@gmail.com

## TPB Public Comment

---

**From:** jennine.carmichael@everyactioncustom.com on behalf of Jennine Carmichael  
<jennine.carmichael@everyactioncustom.com>  
**Sent:** Monday, April 18, 2022 9:32 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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We can only achieve a livable future with your leadership.

Sincerely,  
Jennine Carmichael  
2800 Ontario Rd NW Apt 103 Washington, DC 20009-2228 jennine.carmichael@gmail.com

## TPB Public Comment

---

**From:** mdakita@everyactioncustom.com on behalf of Marlene Dakita <mdakita@everyactioncustom.com>  
**Sent:** Monday, April 18, 2022 9:20 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

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  - 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and
  - 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
  
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2:
  - 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations;
  - 2) Pricing - price parking and road congestion;
  - 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and
  - 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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We can only achieve a livable future with your leadership.

Sincerely,  
Marlene Dakita  
200 N Pickett St Apt 1410 Alexandria, VA 22304-2130 mdakita@comcast.net

## TPB Public Comment

---

**From:** nina221113@everyactioncustom.com on behalf of Laura Cosentino <nina221113@everyactioncustom.com>  
**Sent:** Monday, April 18, 2022 8:04 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Ms. Laura Cosentino  
506 Greenwood Rd Towson, MD 21204-3727  
nina221113@gmail.com



## TPB Public Comment

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**From:** zcweinstein@everyactioncustom.com on behalf of Zachary Weinstein  
<zcweinstein@everyactioncustom.com>  
**Sent:** Monday, April 18, 2022 6:09 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
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We can only achieve a livable future with your leadership.

Sincerely,  
Mr Zachary Weinstein  
1150 Ripley St Apt 1716 Silver Spring, MD 20910-7436 zcweinstein@gmail.com

## TPB Public Comment

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**From:** tomquinn71@everyactioncustom.com on behalf of Tom Quinn <tomquinn71@everyactioncustom.com>  
**Sent:** Monday, April 18, 2022 6:05 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
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We can only achieve a livable future with your leadership.

Sincerely,  
Mr. Tom Quinn  
5322 41st St NW Washington, DC 20015-1904 tomquinn71@gmail.com

## TPB Public Comment

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**From:** ddtmagnolia@everyactioncustom.com on behalf of DeeDee Tostanoski  
<ddtmagnolia@everyactioncustom.com>  
**Sent:** Monday, April 18, 2022 5:31 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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We can only achieve a livable future with your leadership.

Sincerely,  
Ms. DeeDee Tostanoski  
400 Madison St Alexandria, VA 22314-1772 ddtmagnolia@gmail.com

## TPB Public Comment

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**From:** hydrophyte@everyactioncustom.com on behalf of Roy Jacobson  
<hydrophyte@everyactioncustom.com>  
**Sent:** Monday, April 18, 2022 5:12 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

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We can only achieve a livable future with your leadership.

Sincerely,  
Dr. Roy Jacobson  
18453 Cameron Rd Gordonsville, VA 22942-8005 hydrophyte@cameronmountain.com

## TPB Public Comment

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**From:** glasscos@everyactioncustom.com on behalf of Sarah Glassco <glasscos@everyactioncustom.com>  
**Sent:** Monday, April 18, 2022 3:56 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
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We can only achieve a livable future with your leadership.

Sincerely,  
Mrs. Sarah Glassco  
5104 Talbot PI Alexandria, VA 22304-2706 glasscos@gmail.com

## TPB Public Comment

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**From:** myersk1@everyactioncustom.com on behalf of Kent Myers <myersk1@everyactioncustom.com>  
**Sent:** Monday, April 18, 2022 2:16 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study.

Find ways to incentivize and promote emission reduction, such as education on how to make favorable investments in rooftop solar.

Address methane as well, to discourage new household hookups, treat waste, etc.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,

Dr Kent Myers

6407 Potomac Ave Alexandria, VA 22307-1404 myersk1@gmail.com

## TPB Public Comment

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**From:** katherine.bittner@everyactioncustom.com on behalf of Katherine Leshchiner <katherine.bittner@everyactioncustom.com>  
**Sent:** Monday, April 18, 2022 2:00 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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We can only achieve a livable future with your leadership.

Sincerely,  
Katherine Leshchiner  
14904 Dunvegan Ct Silver Spring, MD 20906-5769 katherine.bittner@gmail.com

## TPB Public Comment

---

**From:** 120411tigre@everyactioncustom.com on behalf of Jo Doumbia  
<120411tigre@everyactioncustom.com>  
**Sent:** Monday, April 18, 2022 12:56 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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We can only achieve a livable future with your leadership.

Sincerely,  
Jo Doumbia  
7828 Heritage Dr Annandale, VA 22003-5310 120411tigre@gmail.com



## TPB Public Comment

---

**From:** stefan.a.koch@everyactioncustom.com on behalf of Stefan Koch  
<stefan.a.koch@everyactioncustom.com>  
**Sent:** Monday, April 18, 2022 12:06 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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We can only achieve a livable future with your leadership.

Sincerely,  
Mr. Stefan Koch  
69 Gordon Blvd Woodbridge, VA 22192-2511 stefan.a.koch@gmail.com

## TPB Public Comment

---

**From:** cajsykmd@everyactioncustom.com on behalf of chris a.johnson  
<cajsykmd@everyactioncustom.com>  
**Sent:** Monday, April 18, 2022 11:57 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

do nothing, this will not help the average american tax payers, we like to drive our vehicles, we do NOT want to live 5 minutes from our employment. we do NOT want mass transportation, or electric cars. we have more natural gas than the middle east! STOP this the new green deal!

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
chris a. johnson  
7006 Macbeth Way Sykesville, MD 21784-5954 cajsykmd@verizon.net

## TPB Public Comment

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**From:** src@everyactioncustom.com on behalf of Steve Castle <src@everyactioncustom.com>  
**Sent:** Monday, April 18, 2022 11:05 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study:

- 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels
- 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030
- 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2:

- 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations;
- 2) Pricing - price parking and road congestion;
- 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments
- 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,

Mr. Steve Castle

1200 N Quaker Ln Alexandria, VA 22302-3004 src@episcopalhighschool.org

## TPB Public Comment

---

**From:** joshua.wolfgram@everyactioncustom.com on behalf of Joshua Wolfgram  
<joshua.wolfgram@everyactioncustom.com>  
**Sent:** Monday, April 18, 2022 9:06 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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We can only achieve a livable future with your leadership.

Sincerely,  
Joshua Wolfgram  
5847 Monticello Rd Alexandria, VA 22303-1301 joshua.wolfgram@outlook.com

## TPB Public Comment

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**From:** grebebird@everyactioncustom.com on behalf of Renee Grebe  
<grebebird@everyactioncustom.com>  
**Sent:** Sunday, April 17, 2022 9:47 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Your support is critical to making these changes. I ask that you:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Renee Grebe  
5706 Evergreen Knoll Ct Alexandria, VA 22303-1055 grebebird@yahoo.com

## TPB Public Comment

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**From:** JAS@everyactioncustom.com on behalf of Jeffrey Streed <JAS@everyactioncustom.com>  
**Sent:** Sunday, April 17, 2022 6:45 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Mr. Jeffrey Streed  
1200 N Quaker Ln Alexandria, VA 22302-3004 JAS@episcopalhighschool.org

## TPB Public Comment

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**From:** cagey156@everyactioncustom.com on behalf of kenneth gubin <cagey156@everyactioncustom.com>  
**Sent:** Sunday, April 17, 2022 10:44 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
kenneth gubin  
12220 Heather Way Herndon, VA 20170-2433 cagey156@aol.com

## TPB Public Comment

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**From:** satjiwan\_khalsa@everyactioncustom.com on behalf of Sat Jiwan Ikle-Khalsa  
<satjiwan\_khalsa@everyactioncustom.com>  
**Sent:** Sunday, April 17, 2022 9:30 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Sat Jiwan Ikle-Khalsa  
6719 Conway Ave Apt CSG Takoma Park, MD 20912-4802 satjiwan\_khalsa@hotmail.com



## TPB Public Comment

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**From:** cindyspeas@everyactioncustom.com on behalf of Cindy Speas  
<cindyspeas@everyactioncustom.com>  
**Sent:** Sunday, April 17, 2022 8:23 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

I support the specific asks of Coalition for Smarter Growth:

**\*\*Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study:** 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

**\*\*Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2:** 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Cindy Speas  
2724 Pioneer Ln Falls Church, VA 22043-3411 cindyspeas@gmail.com

## TPB Public Comment

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**From:** paul.atelsek@everyactioncustom.com on behalf of Paul Atelsek  
<paul.atelsek@everyactioncustom.com>  
**Sent:** Saturday, April 16, 2022 9:39 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Mr. Paul Atelsek  
1007 Mountfort Ct SW Vienna, VA 22180-6469 paul.atelsek@verizon.net

## TPB Public Comment

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**From:** psnodgrass@everyactioncustom.com on behalf of Paul Snodgrass  
<psnodgrass@everyactioncustom.com>  
**Sent:** Saturday, April 16, 2022 9:38 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 50% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Paul Snodgrass  
4401 4th St S Arlington, VA 22204-1405  
psnodgrass@mac.com

## TPB Public Comment

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**From:** samr309@everyactioncustom.com on behalf of Samuel Ressin <samr309@everyactioncustom.com>  
**Sent:** Saturday, April 16, 2022 12:11 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Samuel Ressin  
309 Ayito Rd SE Vienna, VA 22180-5914  
samr309@gmail.com

## TPB Public Comment

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**From:** shwinj@everyactioncustom.com on behalf of Ashwin Jagannathan  
<shwinj@everyactioncustom.com>  
**Sent:** Saturday, April 16, 2022 11:16 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Ashwin Jagannathan  
1021 Arlington Blvd Arlington, VA 22209-3926 shwinj@gmail.com

## TPB Public Comment

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**From:** walter.weiss@everyactioncustom.com on behalf of walter weiss  
<walter.weiss@everyactioncustom.com>  
**Sent:** Saturday, April 16, 2022 8:53 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
walter weiss  
7941 Deepwell Dr Bethesda, MD 20817-1927 walter.weiss@verizon.net

## TPB Public Comment

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**From:** Renee20191@everyactioncustom.com on behalf of Renee Jakobs <Renee20191@everyactioncustom.com>  
**Sent:** Saturday, April 16, 2022 6:56 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Ms. Renee Jakobs  
2207 Quartermaster Ln Reston, VA 20191-4507 Renee20191@yahoo.com

## TPB Public Comment

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**From:** maryschor@everyactioncustom.com on behalf of Mary Schor <maryschor@everyactioncustom.com>  
**Sent:** Saturday, April 16, 2022 4:01 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities (which will also help many people with disabilities and chronic conditions).

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Mary Schor  
10320 Westlake Dr Apt 305 Bethesda, MD 20817-6444 maryschor@hotmail.com



## TPB Public Comment

---

**From:** kristin.rosenthal@everyactioncustom.com on behalf of Kristin Rosenthal  
<kristin.rosenthal@everyactioncustom.com>  
**Sent:** Friday, April 15, 2022 5:56 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

We have to have an all-government approach to even come close to meeting the goals. Thank you for all you do, and I hope we can all meet the pace and scale needed.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Kristin Rosenthal  
3236 Woodland Ln Alexandria, VA 22309-2235 kristin.rosenthal@gmail.com

## TPB Public Comment

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**From:** jwparcher@everyactioncustom.com on behalf of Jean Wintemute  
<jwparcher@everyactioncustom.com>  
**Sent:** Friday, April 15, 2022 3:07 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to take action to reduce our carbon emissions and help to save the planet for our children and grandchildren. The following actions are a step forward:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Jean Wintemute  
2252 Cedar Cove Ct Reston, VA 20191-4109 jwparcher@gmail.com

## TPB Public Comment

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**From:** namaste1@everyactioncustom.com on behalf of Suzanne Olijar <namaste1@everyactioncustom.com>  
**Sent:** Friday, April 15, 2022 2:33 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
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We can only achieve a livable future with your leadership.

Sincerely,  
Mrs Suzanne Olijar  
5313 Cat Tail Ct Centreville, VA 20120-1233 namaste1@rocketmail.com

## TPB Public Comment

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**From:** revdrwright1@everyactioncustom.com on behalf of Jean Wright <revdrwright1@everyactioncustom.com>  
**Sent:** Friday, April 15, 2022 2:16 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

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We can only achieve a livable future with your leadership.

Sincerely,  
Dr. Jean Wright  
12104 Greenway Ct Fairfax, VA 22033-2558 revdrwright1@gmail.com

## TPB Public Comment

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**From:** scott.the.peterson@everyactioncustom.com on behalf of Scott Peterson  
<scott.the.peterson@everyactioncustom.com>  
**Sent:** Friday, April 15, 2022 9:09 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

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We can only achieve a livable future with your leadership.

Sincerely,  
Scott Peterson  
9928 Woodrow St Vienna, VA 22181-3136  
scott.the.peterson@gmail.com

## TPB Public Comment

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**From:** eyaldanli97@everyactioncustom.com on behalf of Eyal Li <eyaldanli97@everyactioncustom.com>  
**Sent:** Friday, April 15, 2022 6:18 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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We can only achieve a livable future with your leadership.

Sincerely,

Eyal Li

7001 Poplar Ave Takoma Park, MD 20912-4675 eyaldanli97@gmail.com

## TPB Public Comment

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**From:** brian.lutenegger@everyactioncustom.com on behalf of Brian Lutenegger  
<brian.lutenegger@everyactioncustom.com>  
**Sent:** Thursday, April 14, 2022 11:32 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
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We can only achieve a livable future with your leadership.

Sincerely,  
Mr. Brian Lutenegger  
1845 Summit PI NW Apt 704 Washington, DC 20009-2346 brian.lutenegger@gmail.com

## TPB Public Comment

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**From:** judith.fogel.007@everyactioncustom.com on behalf of Judith Fogel <judith.fogel.007@everyactioncustom.com>  
**Sent:** Thursday, April 14, 2022 10:41 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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We can only achieve a livable future with your leadership.

Sincerely,  
Ms. Judith Fogel  
3001 Park Center Dr Apt 1220 Alexandria, VA 22302-1446 judith.fogel.007@gmail.com



## TPB Public Comment

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**From:** muchnick@everyactioncustom.com on behalf of Allen Muchnick  
<muchnick@everyactioncustom.com>  
**Sent:** Thursday, April 14, 2022 8:55 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I urge the TPB to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

The TPB should immediately undertake a modification of its upcoming update to Visualize 2045 that 1) removes all arterial and freeway road widening projects that have not yet initiated construction and 2) adopts a comprehensive regional congestion pricing and parking pricing package that will effectively reduce regional VMT and VMT/capital to the targeted levels.

It's long past time to dither and delay effective action.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,

Mr. Allen Muchnick  
9625 Park St Manassas, VA 20110-4330  
muchnick@capaccess.org

## TPB Public Comment

---

**From:** apowersb@everyactioncustom.com on behalf of Adam Powers  
<apowersb@everyactioncustom.com>  
**Sent:** Thursday, April 14, 2022 4:31 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
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We can only achieve a livable future with your leadership.

Sincerely,  
Mr. Adam Powers  
4903 Edgemoor Ln Bethesda, MD 20814-5342 apowersb@gmail.com

## TPB Public Comment

---

**From:** cimino.andrea.m@everyactioncustom.com on behalf of Andrea Cimino  
<cimino.andrea.m@everyactioncustom.com>  
**Sent:** Thursday, April 14, 2022 3:36 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,  
Ms. Andrea Cimino  
3913 Hampden St Kensington, MD 20895-2006 cimino.andrea.m@gmail.com

## TPB Public Comment

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**From:** jill.clarke@everyactioncustom.com on behalf of Jill Clarke <jill.clarke@everyactioncustom.com>  
**Sent:** Thursday, April 14, 2022 3:20 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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We can only achieve a livable future with your leadership.

Sincerely,  
Jill Clarke  
628 Goldsborough Dr Rockville, MD 20850-1913 jill.clarke@gmail.com

## TPB Public Comment

---

**From:** kendra\_music@everyactioncustom.com on behalf of Kendra Holt  
<kendra\_music@everyactioncustom.com>  
**Sent:** Thursday, April 14, 2022 12:17 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,

Ms. Kendra Holt

1111 University Blvd W Wheaton, MD 20902-3351 kendra\_music@hotmail.com

## TPB Public Comment

---

**From:** pdjburton@everyactioncustom.com on behalf of Patricia Burton  
<pdjburton@everyactioncustom.com>  
**Sent:** Thursday, April 14, 2022 7:18 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,  
Ms Patricia Burton  
17120 Queen Victoria Ct Gaithersburg, MD 20877-3651 pdjburton@yahoo.com

## TPB Public Comment

---

**From:** amorgen@everyactioncustom.com on behalf of Ava Morgenstern  
<amorgen@everyactioncustom.com>  
**Sent:** Thursday, April 14, 2022 6:22 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Ava Morgenstern  
8045 Newell St Apt 313 Silver Spring, MD 20910-4891 amorgen@umich.edu



## TPB Public Comment

---

**From:** mollyphauck@everyactioncustom.com on behalf of Molly Hauck  
<mollyphauck@everyactioncustom.com>  
**Sent:** Thursday, April 14, 2022 12:01 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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We can only achieve a livable future with your leadership.

Sincerely,  
Ms. Molly Hauck  
3900 Decatur Ave Kensington, MD 20895-1531 mollyphauck@gmail.com

## TPB Public Comment

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**From:** driverj38@everyactioncustom.com on behalf of James Driver <driverj38@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 11:56 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr. James Driver  
4718 Bass Pl SE Washington, DC 20019-5145 driverj38@gmail.com

## TPB Public Comment

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**From:** dsmarcin@everyactioncustom.com on behalf of Daniel Marcin <dsmarcin@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 9:43 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Note, TDM means charging people more money for driving. So do it!

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Sincerely,  
Mr. Daniel Marcin  
1910 Westchester Dr Silver Spring, MD 20902-3561 dsmarcin@gmail.com

## TPB Public Comment

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**From:** evank2@everyactioncustom.com on behalf of Evan Krichevsky <evank2@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 9:17 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,  
Mr. Evan Krichevsky  
9205 Copenhaver Dr Potomac, MD 20854-3016 evank2@aol.com

## TPB Public Comment

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**From:** zcweinstein@everyactioncustom.com on behalf of Zachary Weinstein  
<zcweinstein@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 9:17 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr Zachary Weinstein  
1150 Ripley St Apt 1716 Silver Spring, MD 20910-7436 zcweinstein@gmail.com

## TPB Public Comment

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**From:** julie.zavala14@everyactioncustom.com on behalf of Julie Zavala <julie.zavala14@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 8:28 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Julie Zavala  
612 Bonifant St Silver Spring, MD 20910-5532 julie.zavala14@gmail.com

## TPB Public Comment

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**From:** laurie.m.ryan@everyactioncustom.com on behalf of Laurie Ryan  
<laurie.m.ryan@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 8:19 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Dr. Laurie Ryan  
10008 Menlo Ave Silver Spring, MD 20910-1054 laurie.m.ryan@gmail.com

## TPB Public Comment

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**From:** jdonovan07@everyactioncustom.com on behalf of Jamison Donovan <jdonovan07@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 7:53 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Jamison Donovan  
719 Dartmouth Ave Silver Spring, MD 20910-5540 jdonovan07@gmail.com



## TPB Public Comment

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**From:** jseb65@everyactioncustom.com on behalf of Jim Sebastian <jseb65@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 6:11 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Jim Sebastian  
7423 Baltimore Ave Takoma Park, MD 20912-4102 jseb65@gmail.com

## TPB Public Comment

---

**From:** charlottecook2003@everyactioncustom.com on behalf of Charlotte Cook <charlottecook2003@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 5:12 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Charlotte Cook  
10906 Bucknell Dr Silver Spring, MD 20902-4392 charlottecook2003@yahoo.com

## TPB Public Comment

---

**From:** npjmu1@everyactioncustom.com on behalf of Niels Pemberton <npjmu1@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 4:06 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr. Niels Pemberton  
11538 Links Dr Reston, VA 20190-4821  
npjmu1@gmail.com

## TPB Public Comment

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**From:** rav.bibi@everyactioncustom.com on behalf of Rabbi Binyamin Biber  
<rav.bibi@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 3:59 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Rabbi Binyamin Biber  
9039 Sligo Creek Pkwy Apt 1108 Silver Spring, MD 20901-3303 rav.bibi@gmail.com

## TPB Public Comment

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**From:** seth.grimes@everyactioncustom.com on behalf of Seth Grimes  
<seth.grimes@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 3:50 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Seth Grimes  
7300 Willow Ave Takoma Park, MD 20912-4321 seth.grimes@gmail.com

## TPB Public Comment

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**From:** Wendessapekes@everyactioncustom.com on behalf of Wendy and Dan Fischer  
<Wendessapekes@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 3:06 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,  
Mrs. Wendy and Dan Fischer  
14712 Prince John Ct Burtonsville, MD 20866-1831 Wendessapekes@aol.com

## TPB Public Comment

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**From:** bilaucooke@everyactioncustom.com on behalf of Laurine Cooke  
<bilaucooke@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 1:54 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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We can only achieve a livable future with your leadership.

Sincerely,  
Ms. Laurine Cooke  
317 Timberwood Ave Silver Spring, MD 20901-1924 bilaucooke@msn.com

## TPB Public Comment

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**From:** CMEDRESS@everyactioncustom.com on behalf of Connie Dresser  
<CMEDRESS@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 1:34 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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We can only achieve a livable future with your leadership.

Sincerely,  
Ms. Connie Dresser  
219 Little Quarry Rd Gaithersburg, MD 20878-5670 CMEDRESS@AOL.COM



## TPB Public Comment

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**From:** mjlangelan@everyactioncustom.com on behalf of M Langelan  
<mjlangelan@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 12:57 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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We can only achieve a livable future with your leadership.

Sincerely,  
Ms. M Langelan  
7215 Chestnut St Chevy Chase, MD 20815-4051 mjlangelan@gmail.com

## TPB Public Comment

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**From:** chrismillerdvm@everyactioncustom.com on behalf of Chris Miller  
<chrismillerdvm@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 12:49 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

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We can only achieve a livable future with your leadership.

Sincerely,  
Dr. Chris Miller  
3904 22nd St NE Washington, DC 20018-3046 chrismillerdvm@gmail.com

## TPB Public Comment

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**From:** leslie.b.wharton@everyactioncustom.com on behalf of Leslie Wharton  
<leslie.b.wharton@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 12:45 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

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Sincerely,  
Dr. Leslie Wharton  
4978 Sentinel Dr Apt 501 Bethesda, MD 20816-3575 leslie.b.wharton@gmail.com

## TPB Public Comment

---

**From:** dragonpern132@everyactioncustom.com on behalf of Lee McNair <dragonpern132@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 12:43 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

Please don't emphasize electric vehicles. Yes they are slightly better than gas vehicles but we need to cut driving PERIOD not just go from one bad thing to another bad thing. We misuse our resources and increase GHGs when we manufacture, transport, and use electric vehicles. We desperately need to move towards walkable, bikeable communities with local jobs and local food sources. Please READ, study, analyze the 3 most recent IPCC reports; then help educate the public and speed climate mitigation solutions.

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

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We can only achieve a livable future with your leadership.

Sincerely,  
Ms. Lee McNair  
4707 Chevy Chase Dr Apt 203 Chevy Chase, MD 20815-6463 dragonpern132@gmail.com

## TPB Public Comment

---

**From:** slmader@everyactioncustom.com on behalf of Stewart Mader <slmader@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 12:28 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,  
Stewart Mader  
11870 Grand Park Ave North Bethesda, MD 20852-8690 slmader@icloud.com

## TPB Public Comment

---

**From:** janeplyons@everyactioncustom.com on behalf of Jane Lyons <janeplyons@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 12:20 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ms. Jane Lyons  
1400 E West Hwy Apt 1426 Silver Spring, MD 20910-3264 janeplyons@gmail.com

## TPB Public Comment

---

**From:** grayp3@everyactioncustom.com on behalf of Peter Gray <grayp3@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 11:57 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Peter Gray  
1814 Brisbane St Silver Spring, MD 20902-4018 grayp3@gmail.com

## TPB Public Comment

---

**From:** nturjman@everyactioncustom.com on behalf of Nabila Turjman  
<nturjman@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 11:43 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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We can only achieve a livable future with your leadership.

Sincerely,  
Dr. Nabila Turjman  
253 Beckwith St Gaithersburg, MD 20878-5606 nturjman@aol.com



## TPB Public Comment

---

**From:** jacobbarker@everyactioncustom.com on behalf of Jacob Barker  
<jacobbarker@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 11:39 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,  
Mr. Jacob Barker  
8010 Blair Mill Way Apt 202E Silver Spring, MD 20910-6805 jacobbarker@me.com

## TPB Public Comment

---

**From:** anitabmorrison@everyactioncustom.com on behalf of Anita Morrison  
<anitabmorrison@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 11:40 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Ms. Anita Morrison  
9318 Worth Ave Silver Spring, MD 20901-4810 anitabmorrison@gmail.com

## TPB Public Comment

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**From:** ashleyvevans@everyactioncustom.com on behalf of Ashley Evans Brookshier  
<ashleyvevans@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 11:38 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,  
Ashley Evans Brookshier  
7515 Carroll Ave Takoma Park, MD 20912-5715 ashleyvevans@gmail.com

## TPB Public Comment

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**From:** slater402@everyactioncustom.com on behalf of Don Slater <slater402@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 11:35 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,  
Don Slater  
402 Mansfield Rd Silver Spring, MD 20910-5515 slater402@gmail.com

## TPB Public Comment

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**From:** jbrown1008@everyactioncustom.com on behalf of Jennifer Brown <jbrown1008@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 11:17 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Jennifer Brown  
5224 Juliet St Springfield, VA 22151-2947 jbrown1008@verizon.net

## TPB Public Comment

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**From:** dcpatton@everyactioncustom.com on behalf of David Patton <dcpatton@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 11:16 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
David Patton  
6317 23rd St N Arlington, VA 22205-1915 dcpatton@gmail.com

## TPB Public Comment

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**From:** sophiachapin@everyactioncustom.com on behalf of Sophia Chapin  
<sophiachapin@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 10:47 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Sophia Chapin  
8707 Cromwell Dr Springfield, VA 22151-1214 [sophiachapin@gmail.com](mailto:sophiachapin@gmail.com)

## TPB Public Comment

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**From:** hannahfoll@everyactioncustom.com on behalf of Hannah Follweiler  
<hannahfoll@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 10:33 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mrs. Hannah Follweiler  
325 N West St Alexandria, VA 22314-2120 hannahfoll@me.com



## TPB Public Comment

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**From:** marcoasanchez10@everyactioncustom.com on behalf of Marco Sanchez <marcoasanchez10@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 9:36 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr. Marco Sanchez  
822 N Garfield St Arlington, VA 22201-2051 marcoasanchez10@gmail.com

## TPB Public Comment

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**From:** evelynsfraser@everyactioncustom.com on behalf of Evelyn Fraser  
<evelynsfraser@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 6:52 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mrs. Evelyn Fraser  
2724 28th St NE Washington, DC 20018-1417 evelynsfraser@hotmail.com

## TPB Public Comment

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**From:** chris.e.plano@everyactioncustom.com on behalf of Chris Plano  
<chris.e.plano@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 6:51 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Dr. Chris Plano  
412 E 27th St Baltimore, MD 21218-4423  
chris.e.plano@gmail.com

## TPB Public Comment

---

**From:** french.l.chris@everyactioncustom.com on behalf of Chris French  
<french.l.chris@everyactioncustom.com>  
**Sent:** Wednesday, April 13, 2022 6:18 AM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr. Chris French  
3172 Stratford Ct Oakton, VA 22124-2734 french.l.chris@gmail.com

## TPB Public Comment

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**From:** mikelitt@everyactioncustom.com on behalf of Mike Litt <mikelitt@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 11:56 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mike Litt  
12 1/2 7th St SE Washington, DC 20003-1383 mikelitt@gmail.com

## TPB Public Comment

---

**From:** faaiq.zarger@everyactioncustom.com on behalf of Faaiq Zarger  
<faaiq.zarger@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 11:02 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr. Faaiq Zarger  
4001 9th St N Apt 1221 Arlington, VA 22203-1965 faaiq.zarger@gmail.com

## TPB Public Comment

---

**From:** sedond@everyactioncustom.com on behalf of Douglas Sedon <sedond@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 11:01 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

And say NO to ANY toll roads on 270!!! It's a total waste of taxpayer money to fund lanes for the wealthy to commute traffic free while doing NOTHING to relieve congestion for average commuters, and doing NOTHING to decrease pollution and global warming. Spend taxpayer money on increasing mass transit, not subsidizing the rich and automobile transportation.

Thank you.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Mr. Douglas Sedon  
2815 Fry Rd Jefferson, MD 21755-7424

sedond@yahoo.com



## TPB Public Comment

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**From:** peterharnik1@everyactioncustom.com on behalf of Peter Harnik <peterharnik1@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 8:50 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

Note -- I'm sorry to see that in most American cities Vision Zero isn't succeeding -- I'm not sure what the numbers are for Arlington. We need to redouble our efforts. Thank you.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Mr. Peter Harnik  
3505 22nd St N Arlington, VA 22207-3828 peterharnik1@gmail.com

## TPB Public Comment

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**From:** zferguson.advocacy@everyactioncustom.com on behalf of Zachary Ferguson  
<zferguson.advocacy@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 8:39 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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We can only achieve a livable future with your leadership.

Sincerely,  
Zachary Ferguson  
3714 Jenifer St NW Washington, DC 20015-1806 zferguson.advocacy@gmail.com

## TPB Public Comment

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**From:** king.rebekah@everyactioncustom.com on behalf of Rebekah King  
<king.rebekah@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 7:35 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

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We can only achieve a livable future with your leadership.

Sincerely,  
Mrs. Rebekah King  
1906 Belford Ct Frederick, MD 21702-3048 king.rebekah@rocketmail.com

## TPB Public Comment

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**From:** HWhite@everyactioncustom.com on behalf of Howard White <HWhite@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 7:14 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

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While some experts wrote most of this piece, I want to be clear that I fully agree with this position and will take it into account when voting and when donating to campaigns.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Mr Howard White  
7611 13th St NW Washington, DC 20012-1429 HWhite@Yahoo.com

## TPB Public Comment

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**From:** cynthia\_howell@everyactioncustom.com on behalf of Cynthia Howell  
<cynthia\_howell@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 6:37 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
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We can only achieve a livable future with your leadership.

Sincerely,  
Cynthia Howell  
20200 Center Brook Sq Sterling, VA 20165-5196 cynthia\_howell@hotmail.com

## TPB Public Comment

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**From:** john.burke.1981@everyactioncustom.com on behalf of John Burke <john.burke.1981@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 6:28 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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We can only achieve a livable future with your leadership.

Sincerely,  
John Burke  
3916 7th St S Arlington, VA 22204-1522  
john.burke.1981@gmail.com

## TPB Public Comment

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**From:** LDBDC@everyactioncustom.com on behalf of Louise Brodnitz <LDBDC@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 6:19 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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We can only achieve a livable future with your leadership.

Sincerely,  
Ms. Louise Brodnitz  
6827 4th St NW Apt 313 Washington, DC 20012-1936 LDBDC@mac.com

## TPB Public Comment

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**From:** uranium\_harrow\_0x@everyactioncustom.com on behalf of Ivy Main <uranium\_harrow\_0x@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 5:10 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ms. Ivy Main  
1331 Merchant Ln Mclean, VA 22101-2413  
uranium\_harrow\_0x@icloud.com



## TPB Public Comment

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**From:** dcstallworth@everyactioncustom.com on behalf of Douglas Stallworth  
<dcstallworth@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 4:57 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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We can only achieve a livable future with your leadership.

Sincerely,  
Mr. Douglas Stallworth  
1125 Kalmia Rd NW Washington, DC 20012-1423 dcstallworth@aol.com

## TPB Public Comment

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**From:** mike4petworth@everyactioncustom.com on behalf of Michael Whelan  
<mike4petworth@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 4:44 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,  
Mr. Michael Whelan  
4014 Kansas Ave NW Apt 105 Washington, DC 20011-5787 mike4petworth@gmail.com

## TPB Public Comment

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**From:** steven.j.vogel@everyactioncustom.com on behalf of Steven Vogel  
<steven.j.vogel@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 4:39 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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We can only achieve a livable future with your leadership.

Sincerely,  
Mr. Steven Vogel  
449 Hampton Ct Falls Church, VA 22046-4121 steven.j.vogel@earthlink.net

## TPB Public Comment

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**From:** katiemccaskey@everyactioncustom.com on behalf of Katherine McCaskey  
<katiemccaskey@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 3:46 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

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Sincerely,  
Katherine McCaskey  
5344 Central Ave SE Washington, DC 20019-6412 katiemccaskey@gmail.com

## TPB Public Comment

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**From:** kevchis@everyactioncustom.com on behalf of James Chisholm <kevchis@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 3:41 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
James Chisholm  
602 23rd St S Arlington, VA 22202-2514  
kevchis@aol.com

## TPB Public Comment

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**From:** patwardhan.k.m@everyactioncustom.com on behalf of Kripa Patwardhan  
<patwardhan.k.m@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 3:39 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ms. Kripa Patwardhan  
12995 Azalea Woods Way Herndon, VA 20171-4832 patwardhan.k.m@gmail.com

## TPB Public Comment

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**From:** kevinmohalloran@everyactioncustom.com on behalf of Kevin OHalloran  
<kevinmohalloran@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 3:38 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

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Sincerely,  
Kevin OHalloran  
100 I St SE Washington, DC 20003-4846  
kevinmohalloran@gmail.com

## TPB Public Comment

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**From:** russell.emily.k@everyactioncustom.com on behalf of Emily Russell  
<russell.emily.k@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 3:36 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ms. Emily Russell  
809 6th St NW Apt 34 Washington, DC 20001-5901 russell.emily.k@gmail.com



## TPB Public Comment

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**From:** RussellVGross@everyactioncustom.com on behalf of Russell Gross  
<RussellVGross@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 3:32 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr. Russell Gross  
7035 Leebrad St Springfield, VA 22151-3510 RussellVGross@aol.com

## TPB Public Comment

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**From:** lmartingrid2.0@everyactioncustom.com on behalf of Larry Martin <lmartingrid2.0@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 3:27 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Dr. Larry Martin  
3407 34th PI NW Washington, DC 20016-3135 lmartingrid2.0@gmail.com

## TPB Public Comment

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**From:** klamcd@everyactioncustom.com on behalf of Caroline Klam <klamcd@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 3:25 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ms Caroline Klam  
4006 N Upland St Arlington, VA 22207-4644 klamcd@aol.com

## TPB Public Comment

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**From:** jjc\_tesl@everyactioncustom.com on behalf of John Courtney <jjc\_tesl@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 3:24 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr. John Courtney  
4813 Poplar Dr Alexandria, VA 22310-1340 jjc\_tesl@yahoo.com

## TPB Public Comment

---

**From:** hugh.kenny535@everyactioncustom.com on behalf of Hugh Kenny <hugh.kenny535@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 3:15 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Hugh Kenny  
3760 Whitewood Rd The Plains, VA 20198-2330 hugh.kenny535@gmail.com

## TPB Public Comment

---

**From:** ile@everyactioncustom.com on behalf of Ileana Schinder <ile@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 3:15 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

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Sincerely,  
Ms. Ileana Schinder  
6316 2nd St NW Washington, DC 20011-1428 ile@ileanaschinder.com

## TPB Public Comment

---

**From:** shudson307@everyactioncustom.com on behalf of Stephen Hudson <shudson307@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 3:14 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals  
**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Stephen Hudson  
933 6th St SW Washington, DC 20024-3800 shudson307@gmail.com

## TPB Public Comment

---

**From:** alek.will@everyactioncustom.com on behalf of Alek Becker <alek.will@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 3:13 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

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Sincerely,  
Mr Alek Becker  
1201 Braddock PI Apt 1008 Alexandria, VA 22314-1674 alek.will@aol.com



## TPB Public Comment

---

**From:** ajkarimi@everyactioncustom.com on behalf of Ana Karimi <ajkarimi@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 3:12 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,

Ms. Ana Karimi

1332 21st St NW Apt 102 Washington, DC 20036-1516 ajkarimi@gmail.com

## TPB Public Comment

---

**From:** rustymco@everyactioncustom.com on behalf of James Mather  
<rustymco@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 3:12 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Mr. James Mather  
9204 Ox Rd Lorton, VA 22079-3423  
rustymco@yahoo.com

## TPB Public Comment

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**From:** arieldkennedy@everyactioncustom.com on behalf of Ariel Kennedy  
<arieldkennedy@everyactioncustom.com>  
**Sent:** Tuesday, April 12, 2022 3:12 PM  
**To:** TPBcomment  
**Subject:** Adopt the full slate of necessary climate-transportation strategies and goals

**Categories:** V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,  
Ariel Kennedy  
3220 Connecticut Ave NW Apt 304 Washington, DC 20008-2516 arieldkennedy@gmail.com

## TPB Public Comment

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**From:** Michael Travis (mtps88@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Friday, April 22, 2022 7:23 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

There is too much spending for highway expansion and not enough for mass transit and bicycle alternatives.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Michael Travis  
3 Ridge Rd Unit G  
Greenbelt, MD 20770  
mtps88@gmail.com  
(240) 565-1162

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Rufino Velazquez (rufino@duck.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Friday, April 22, 2022 3:30 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

Our resources should be redirected to better multimodal infrastructure that is accessible for all: bikes, buses, trains, pedestrian walkways with accessibility in mind. Remote and hybrid work is the future of the workforce and we need to move people and not cars. Please do the right thing for a better environment and the future of humanity.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Rufino Velazquez  
12732 Veirs Mill Rd Apt 303  
Rockville, MD 20853  
rufino@duck.com  
(210) 724-7484

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Nora Swisher (noswisher@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Friday, April 22, 2022 12:16 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

We need to stop investing in future fossil fuel infrastructure. Instead, the funds could be used for something that will serve people more equitably, protect local ecosystems, and help meet our climate goals!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Nora Swisher  
14652 Woonsocket Dr  
Silver Spring, MD 20905  
noswisher@gmail.com  
(571) 432-6735

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.



## TPB Public Comment

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**From:** Charles Macarthur (charles.macarthur@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Friday, April 22, 2022 11:25 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

The highways are a public good that improve the lives of everyone, not just through their personal driving but through commerce and connections. They have traditionally and properly been paid for by taxes. Charging tolls and having private construction companies control those tools is counter to American traditions. Plus, we need to be promoting more transit options to reduce climate change. This is a critical problem that will be made worse by expanding highways.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Charles Macarthur  
4702 Fort Sumner Dr  
Bethesda, MD 20816

charles.macarthur@gmail.com  
(301) 320-2723

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Frances Hickey (fran.hickey@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Friday, April 22, 2022 10:50 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

We need a monorail built by or over 270 and 495 into Virginia. We need to rethink transportation so that our highways don't continue to be parking lots. That is, at a standstill with engines running and spewing additional pollution into the atmosphere. If you build more roads, more cars will come and in less than 2 years we will again be at a standstill, if it even takes that long.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Frances Hickey  
7701 Winterberry Pl  
Bethesda, MD 20817  
fran.hickey@gmail.com

(301) 229-1859

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Barbara Quinn (barbara@barbaraquinn.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Friday, April 22, 2022 5:34 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Barbara Quinn  
286 New Mark Esplanade  
Rockville, MD 20850  
barbara@barbaraquinn.com  
(301) 294-6890

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Brenda Braham (bbraham@earthlink.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Friday, April 22, 2022 2:58 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

Please stop this boondoggle and look for other more environmentally conscious solutions. Toll roads do absolutely nothing to fix the traffic problems in our area other than for people who can afford to take them.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Brenda Braham  
12217 Peach Crest Dr Apt C  
Germantown, MD 20874  
bbraham@earthlink.net  
(301) 540-5383

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Glenn Fyfe (gafyfe@hotmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Friday, April 22, 2022 2:26 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Glenn Fyfe  
3207 Castleleigh Rd  
Beltsville, MD 20705  
gafyfe@hotmail.com  
(301) 645-2677

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.



## TPB Public Comment

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**From:** Juan Ramos Paniagua (jpan71@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Friday, April 22, 2022 12:11 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

Our state and our country in general is losing very quickly forests and other natural areas. These massive changes in our environment will end up affecting our own quality of life, specially our children's

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Juan Ramos Paniagua  
18307 Honeylocust circle  
Gaithersburg, MD 20879  
jpan71@yahoo.com  
(301) 990-9184

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** John Laytham (jgibblaytham@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Friday, April 22, 2022 12:08 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

My children deserve a sustainable climate future.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

John Laytham  
3314 Coquelin Ter  
Chevy Chase, MD 20815  
jgibblaytham@hotmail.com  
(703) 303-8492

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Ruth Nogueron (ruth.nogueron@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Friday, April 22, 2022 12:01 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Ruth Nogueron  
18307 Honeylocust Cir  
Gaithersburg, MD 20879  
ruth.nogueron@gmail.com  
(301) 325-0587

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Nancy Rappaport (nancerama@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 11:10 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Nancy Rappaport  
10311 Royal Rd  
Silver Spring, MD 20903  
nancerama@hotmail.com  
(301) 439-0634

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Corina Cooling (antoinettesmasher@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 10:30 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Corina Cooling  
2317 Fire House Rd  
Hyattsville, MD 20785  
antoinettesmasher@gmail.com  
(936) 355-2536

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Kristen Brown (brown.jk@verizon.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 10:11 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Kristen Brown  
5517 Lake Dr  
Rockville, MD 20853  
brown.jk@verizon.net  
(301) 460-1806

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.



## TPB Public Comment

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**From:** Tim Crowley (tim\_j\_crowley@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 9:53 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Tim Crowley  
15004 Butterchurn Ln  
Silver Spring, MD 20905  
tim\_j\_crowley@hotmail.com  
(240) 432-8667

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Evan Krichevsky (evank2@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:48 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Evan Krichevsky  
9205 Copenhaver Dr  
Potomac, MD 20854  
evank2@aol.com  
(301) 555-1212

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Lisa Hemmer (lisakay.hemmer@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:01 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

Please end Hogan's deference to Virginia's transportation nightmare. Do not turn I-495 into the same toll roads in Va, that do NOT move fast, because they are already too full. Figure out environmentally friendly transportation. I live off of Cabin John. Exit 39 is my exit. Do not turn it into more of a mess than it is, and more of an incentive for Virginia to keep tearing up I-66.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Lisa Hemmer  
5204 Wehawken Rd  
Bethesda, MD 20816  
lisakay.hemmer@gmail.com

(301) 320-6733

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Robert Gole (skipgole@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 7:17 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

**Categories:** V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

We need to stop wasting taxpayer dollars on inadequate, inefficient costly road projects. Their cost is not an effective use of our money to solve the lack of transit capability.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Robert Gole  
9400 Ewing Dr  
Bethesda, MD 20817  
skipgole@gmail.com  
(202) 930-7134

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Tracy Snell (smartwoman3@aol.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 7:06 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

There are other better solutions to traffic congestion. We built the ICC and it is under-utilized. There is no reason to believe the building toll lanes would work any better. Creating solutions that allow those with money alternatives while leaving those without money behind to deal with the mess is not a fair solution

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Tracy Snell  
4534 Avondale St.  
Bethesda, MD 20814  
smartwoman3@aol.com  
(301) 913-0180

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.



## TPB Public Comment

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**From:** Ellen Mcneirney (ellen.frank@verizon.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 7:05 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Ellen Mcneirney  
4400 East West Hwy  
Bethesda, MD 20814  
ellen.frank@verizon.net  
(301) 652-1125

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Christina Micek (christina.micek@natgeo.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 6:30 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

This matters to me because I would like to put our scarce resources into innovative solutions, not more roads that will increase pollution and greenhouse gases killing our planet. I think personal electronic car share with convenient locations might be a better idea.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic on I-270 during the evening rush hour if the toll lanes were built!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Christina Micek  
10301 Strathmore Hall St Apt 402

North Bethesda, MD 20852  
christina.micek@natgeo.com  
(617) 435-1187

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Kristina Borrer (tina@atscomms.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 6:25 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Kristina Borrer  
10602 Pinedale Dr  
Silver Spring, MD 20901  
tina@atscomms.com  
(301) 728-5510

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Kevin Patti (kevin\_patti@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 6:12 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Kevin Patti  
1414 Flora Ter  
Silver Spring, MD 20910  
kevin\_patti@hotmail.com  
(301) 585-3619

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Linda Bergofsky (bergo72@hotmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 5:48 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

I live in the Montgomery County Agricultural Reserve. Expansion of I-270 and I-495 do not help the economic well being of the Ag Reserve; I'd rather see the State and County take decisive action to restore White's Ferry instead. In fact, more sprawl and development adjacent to these interstates already causes traffic congestion, poor air quality, and lower quality of life. It takes me 30 minutes to go from my house to I-270, which is only 16 miles away. I don't want my tax dollars supporting more cars on the road. Please do not pave over my paradise.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Linda Bergofsky  
17317 Hughes Rd  
Poolesville, MD 20837

bergo72@hotmail.com  
(410) 536-5852

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Faith Kirk (kishri@comcast.net) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 5:39 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Faith Kirk  
740 College Pkwy  
Rockville, MD 20850  
kishri@comcast.net  
(301) 340-9013

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.



## TPB Public Comment

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**From:** Robert Ekman (robertekman@comcast.net) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 5:33 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Robert Ekman  
11401 S Glen Rd  
Potomac, MD 20854  
robertekman@comcast.net  
(301) 801-4752

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Jennie Gosche (polarbearpals@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 5:27 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

Please do not continue to support Mr. Hogan's plans for I-495 and I-270 widening and tolls. Past road changes in Montgomery County, with promises about ending beltway and 270 grid-lock, did not materialize. Massive wildlife death from forest clearing, and increased smog and bumper to bumper traffic are what we can expect from this latest scheme. We do not need more miles of roads. We need improved mass transit NOW.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Jennie Gosche  
3333 University Blvd W Apt 309  
Kensington, MD 20895  
polarbearpals@gmail.com

(202) 255-6143

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Melissa Sedwick (msedwick@rocketmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 5:20 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

With so many more people working remotely on a permanent basis now there is no need for this plan.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Melissa Sedwick  
4004 Van Buren St  
University Park, MD 20782  
msedwick@rocketmail.com  
(202) 531-8080

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Naomi Weisman (marketqn@verizon.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 5:10 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Naomi Weisman  
7318 Greentree Rd  
Bethesda, MD 20817  
marketqn@verizon.net  
(240) 481-2604

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Katherine White (kcwd50@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 4:36 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Katherine White  
17705 Hollingsworth Dr  
Rockville, MD 20855  
kcwd50@hotmail.com  
(301) 330-9306

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Vivienne Ascher (vzascher@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 4:26 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Vivienne Ascher  
31 Lake Park Ct  
Germantown, MD 20874  
vzascher@gmail.com  
(301) 540-3659

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Gayle Countryman-Mills (gaylelcm@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 4:11 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Gayle Countryman-Mills  
11906 Oden Ct  
Rockville, MD 20852  
gaylelcm@gmail.com  
(301) 468-0736

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.



## TPB Public Comment

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**From:** Elizabeth Moore (moore.betsy@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 3:49 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Elizabeth Moore  
311 Cedar Ave  
Gaithersburg, MD 20877  
moore.betsy@gmail.com  
(888) 888-8888

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Jennifer Rossmere (jayrossmere@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 3:29 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

There are many reasons listed in the message below that support removing the entire I-495 and I-270 toll lane project from the long range plan. We need to find other alternatives that are fair, will actually help lesson congestion and will not increase the cost or time it takes to drive. The Toll Lane project doesn't make sense and needs to be removed now.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Jennifer Rossmere  
14134 Flint Rock Rd  
Rockville, MD 20853  
jayrossmere@gmail.com  
(301) 460-8791

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Vanessa Burrows (v.burrows1@hotmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 2:50 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Vanessa Burrows  
13709 Mills Ave  
Silver Spring, MD 20904  
v.burrows1@hotmail.com  
(973) 432-2951

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Steven Stryker (scstryker@juno.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 2:33 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Steven Stryker  
9709 Key West Ave Apt 281  
Rockville, MD 20850  
scstryker@juno.com  
(301) 570-9469

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Stephanie D.L Smith (dancesmith7@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 2:17 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

We should not be green-lighting ANY transportation project that caters to and supports the fossil fuel industry. The climate crisis is real and now, and is an existential threat to all life and the life of the planet. This Hogan plan for added toll lanes is a regressive, unsustainable, and inequitable (racist) project that should be scrapped in favor of sustainable and equitable transit and other transportation options with a serious eye to the future wellbeing of Marylanders and the entire DVM area.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Stephanie D.L Smith  
7111 Braeburn Pl  
Bethesda, MD 20817

dancesmith7@gmail.com  
(301) 938-2348

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Joan Murtagh (padlr2@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 2:13 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Joan Murtagh  
7115 Garland Ave  
Takoma Park, MD 20912  
padlr2@hotmail.com  
(571) 241-6669

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.



## TPB Public Comment

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**From:** Marshall Forrester Ilzi (mafiii51@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 2:05 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

It's so stupid

Just like our representatives who can't see the problems they continue to cause

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Marshall Forrester Ilzi  
125 S Potomac St  
Baltimore, MD 21224  
mafiii51@hotmail.com  
(443) 683-6236

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Michael Hickey (hickeyma@georgetown.edu) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 1:58 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

I am disappointed to hear that this plan is still being considered. Please rethink this and come up with a better plan.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Michael Hickey  
3404 Anderson Rd  
Kensington, MD 20895  
hickeyma@georgetown.edu  
(301) 949-3375

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Harry Schaefer (harry\_schaefer@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 1:37 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Harry Schaefer  
310 Marvin Rd  
Silver Spring, MD 20901  
harry\_schaefer@yahoo.com  
(301) 593-1907

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Patricia Glander (pmcglander@verizon.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 1:13 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

There have been times when we've been in toll lines on the Dulles road for 20 minutes. And It's getting too expensive to travel from point A to point B as it is. In addition, I don't think private companies should own any public road. But the main thing is I feel any plan that kills so many trees and affects so many people and animals needs rethinking. Please help.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Patricia Glander  
1902 Everest St  
Silver Spring, MD 20902

pmcglander@verizon.net  
(301) 593-1190

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Zach Christensen (zachchristensen1@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 1:01 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

I drive on 270 and 495 almost every day. But I've also spent enough time in Northern Virginia to see how horribly their toll road system works. Please invest instead in public transportation and better, denser development so we have a better, more sustainable system. The environment and future generations will benefit.

Sincerely,

Zach Christensen  
3736 Blue Lobelia Way  
Rockville, MD 20852  
zachchristensen1@gmail.com  
(202) 948-9030

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.



## TPB Public Comment

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**From:** Elaine Preston (eljobarry@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 12:29 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Elaine Preston  
4624 Wissahican Ave  
Rockville, MD 20853  
eljobarry@aol.com  
(301) 933-7776

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Edna Boyle-Lewicki (edna.boylelew@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 12:15 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

I have lived a block south of the Beltway since 1997, in Woodside. I chose this area for walkable streets and access to transit. I am disabled and do not want more cars polluting the air and jamming the roads. More people should use transit. The last thing we need is more auto traffic.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Edna Boyle-Lewicki  
1811 Locust Grove Rd  
Silver Spring, MD 20910  
edna.boylelew@gmail.com  
(301) 755-3236

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Peter Kovach (pjkove@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 12:13 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

This hairbrained scheme is undemocratic and discriminatory. Look at the mess in neighboring VA. I will oppose anyone who supports this initiative in the next election. For me, who was a fan of Governor Hogan, especially painful.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Peter Kovach  
4607 Cooper Ln  
Bethesda, MD 20816  
pjkove@aol.com  
(301) 951-0143

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Allen Yun (yunschubert@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 12:05 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Allen Yun  
1613 Auburn Ave  
Rockville, MD 20850  
yunschubert@gmail.com  
(301) 217-0546

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Kit Mason (kitmason@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 12:04 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

For 30 years I have heard the Washington Beltway's noise at all hours, constantly. I am half a mile from it, but its noise is constant. Its pollution is constant. I don't want it to be enlarged, reconstructed, added to, creating more noise, creating more pollution.

We don't need toll lanes. We don't need diminished parks and back yards and the destruction of 3000 homes in this county just for Hogan's pipe dream. Why should anyone's home be taken over and destroyed for no good reason?

I would far rather see a greater investment in public transportation. The Purple Line is coming, but is not here yet. I see news articles about reducing bus transportation -- I never see a good reason for that. Buses tie together neighborhoods and the Metro.

Many, many people have moved to working from home all or part time in the past two years. The pattern of traffic has changed greatly -- but this plan makes no acknowledgement of that change.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Kit Mason  
1508 Sanford Rd  
Silver Spring, MD 20902  
kitmason@gmail.com  
(301) 681-7891

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.



## TPB Public Comment

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**From:** Taina Litwak (litwak@his.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 11:53 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

This is not going to help Maryland or the planet

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Taina Litwak  
13029 Chestnut Oak Dr  
Darnestown, MD 20878  
litwak@his.com  
(301) 527-0569

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Ann Philips (aphilips@igc.org) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 11:50 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

I can afford the private toll lanes, but I favor rapid transit and useful buses like the bus to BWI. Special lanes for the wealthy are undemocratic. Let's find better solutions that also address climate issues and run-off and sprawl.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Ann Philips  
403 McCauley St  
Washington Grove, MD 20880  
aphilips@igc.org  
(301) 963-5781

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Darcy King-Leatham (darcyking02@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 11:42 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

We must do what we can to end our reliance on gas powered vehicles. Expanding I-495 and I-270 would prolong it.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Darcy King-Leatham  
4510 Dalton Rd  
Chevy Chase, MD 20815  
darcyking02@gmail.com  
(301) 215-9293

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Victoria Cross (victoriaac1978@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 11:37 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Victoria Cross  
19024 Coltfeld Ct  
Montgomery Village, MD 20886  
victoriaac1978@gmail.com  
(240) 277-5147

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Stephanie Brooks (bobbibrooks111@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 11:25 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please do NOT create more expensive toll roads on 495 and 270. After enduring years of construction, Marylanders' are sick of sprawl, unhealthy air pollution, and gas emissions. Please do Not continue to tear down trees and shrubs in an effort to make more money for our county.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Stephanie Brooks  
3002 Edgewood Road  
Kensington, MD 20895  
bobbibrooks111@gmail.com  
(615) 630-9703

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.



## TPB Public Comment

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**From:** Ann Arevalo (annarevalo@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 11:23 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Our region should be leading the way in eliminating our dependence on fossil fuels. Expanding and privatizing the Beltway and I-270 is not the way forward.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Ann Arevalo  
10801 Torrance Dr  
Kensington, MD 20895  
annarevalo@hotmail.com  
(301) 933-8879

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Eric McKenzie (mckerih@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 11:17 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Eric McKenzie  
20 Hillside Rd Unit R  
Greenbelt, MD 20770  
mckerih@gmail.com  
(301) 364-7145

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Elizabeth Geffert (egeffert@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 11:16 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Elizabeth Geffert  
11806 Grandview Ave  
Wheaton, MD 20902  
egeffert@gmail.com  
(301) 229-0353

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Eric Howell (eric.a.howell@verizon.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 11:14 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Obviously this plan is a disaster for our community, our future and our Environment. Please put a stop to the nonsense proposal and work to protect our future. Thank you.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Eric Howell  
7103 Connecticut Ave  
Chevy Chase, MD 20815  
eric.a.howell@verizon.net  
(301) 654-4299

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Leo Shapiro (leoshapiro99@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 11:14 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Leo Shapiro  
6907 Rhode Island Ave  
College Park, MD 20740  
leoshapiro99@gmail.com  
(301) 864-1393

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Matthew Vogt (matt\_vogt@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 11:11 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Expansion of I-495 and I-270 will not solve the traffic problem and cause increased strain on communities around the beltway. We need to mitigate the increased number of cars and pollution and move to more public transportation and provide revitalize areas that are away from the beltway for business development in a sustainable way.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Matthew Vogt  
655B Main St  
Gaithersburg, MD 20878  
matt\_vogt@hotmail.com  
(301) 538-2260



This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** JAMES WALKER (oldwalkerjw@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 11:08 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

The citizens of Maryland are fed up with our political leaders finding ways to increase public responsibility for costs of providing infrastructure. The federal government has allocated funding for highways, and for their maintenance ' The toll road system will cost our citizens more over the long term than an efficiently run Department of Transportation.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

JAMES WALKER  
4401 Thornhurst Drive  
Olney, MD 20832

oldwalkerjw@hotmail.com  
(240) 762-7921

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Ken Bawer (kbawer@msn.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 11:04 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please help stop the 495 and 270 toll lanes. This money should be spent on mass transit.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Ken Bawer  
8 Cleveland Ct  
Rockville, MD 20850  
kbawer@msn.com  
(301) 545-1809

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Alex Culver (vwgrapes2@ymail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 10:55 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Alex Culver  
9305 Ogden Pl  
Lanham, MD 20706  
vwgrapes2@ymail.com  
(301) 918-4089

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** A. Joyce Lipman (joycebl2@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 10:54 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

I am urging you to oppose the "Cadillac lanes" proposal for Rte 270 and the beltway. The focus here is on traffic alone, not on more climate-friendly ways to solve the problem of clogged roads. We need to encourage mass transit. As I understand it, the Governor's own study shows that commuters would spend an extra 10 minutes on the roads, even when people who could afford it were willing to spend up to \$50/hour to avoid rush hour traffic. This project clearly has to go back to the drawing board.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

A. Joyce Lipman  
701 Falls Grove Dr  
Rockville, MD 20850

joycebl2@yahoo.com  
(301) 279-9347

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** John Paukstis (jjpbird@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 10:52 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

John Paukstis  
3620 Littledale Rd.  
Kensington, MD 20895  
jjpbird@gmail.com  
(240) 252-9181

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.



## TPB Public Comment

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**From:** Maggie Taylor (magthecat1@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 10:47 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Maggie Taylor  
12403 Village Square Ter Apt 401  
Rockville, MD 20852  
magthecat1@yahoo.com  
(415) 419-6451

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Nancy Shaw (nbshaw@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 10:39 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Ditch this plan!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Nancy Shaw  
7817 Tomlinson Ave  
Cabin John, MD 20818  
nbshaw@aol.com  
(315) 354-5253

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Carl Sabath (rubecarl@verizon.net) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 10:39 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Carl Sabath  
17049 Briardale Rd  
Derwood, MD 20855  
rubecarl@verizon.net  
(301) 330-9008

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Joshua Klemm (jklemm@internationalrivers.org) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 10:31 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Joshua Klemm  
10004 Grayson Ave  
Silver Spring, MD 20901  
jklemm@internationalrivers.org  
(202) 492-8904

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Vanessa Kranz (nessa.kranz@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 10:24 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Vanessa Kranz  
8852 Thomas Lea Ter  
Montgomery Village, MD 20886  
nessa.kranz@gmail.com  
(240) 687-1124

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Joyce Siegel (joybsiegel@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 10:21 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

We need problem solving...not problem producing....our futures depend on addressing climate change

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Joyce Siegel  
11801 Rockville Pike Apt 1112  
Rockville, MD 20852  
joybsiegel@aol.com  
(301) 881-8389

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Kenneth Lerch (nalcbr3825@aol.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 10:14 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Kenneth Lerch  
2909 Parker Ave  
Wheaton, MD 20902  
nalcbr3825@aol.com  
(301) 942-0071

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Michele Lieban Levine (michele.lieban@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 10:09 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

We've got to get people out of their cars and into public transportation or ride-share situations. Toll roads just favor the rich. I know we live in a vast country, but how did European countries, Japan, and China manage to create brilliant train/tram/subway/bus infrastructure and we didn't?

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Michele Lieban Levine  
6505 Elgin Ln  
Bethesda, MD 20817  
michele.lieban@gmail.com  
(301) 787-0891



This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Janet Carpenter (janetakron@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 10:08 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Janet Carpenter  
4206 Underwood St  
University Park, MD 20782  
janetakron@gmail.com  
(330) 836-3248

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Michael Fine (fine16@msn.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 9:59 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan! Make it so.

Sincerely,

Michael Fine  
10118 Parkwood Dr  
Bethesda, MD 20814  
fine16@msn.com  
(301) 493-6815

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Patricia Sweet (karen9999@verizon.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 9:59 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Patricia Sweet  
9121 Bradford Rd  
Silver Spring, MD 20901  
karen9999@verizon.net  
(301) 588-3104

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** J. Scharff (scharffj@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 9:58 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Inducing even more driving of cars is exactly the opposite of the kinds of policies we need now. There is already too much driving, traffic, pollution, sprawl development, expense of maintaining all this infrastructure. Instead we need better zoning, so more people can live near work, better transit for commuting, more walkable, bikeable neighborhoods, etc.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

J. Scharff  
8609 Brandt Pl  
Bethesda, MD 20814  
scharffj@gmail.com  
(301) 656-9069

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Michael Italiano (michael.italiano@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 9:55 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Michael Italiano  
7209 13th Ave  
Takoma Park, MD 20912  
michael.italiano@gmail.com  
(917) 913-8306

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Jeffrey Shires (jmsjazzfan@comcast.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 9:47 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Jeffrey Shires  
2 Kirkfield Ct  
Rockville, MD 20850  
jmsjazzfan@comcast.net  
(301) 300-1049

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.



## TPB Public Comment

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**From:** Karen Barr And Andrew Engel (purplessbe@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 9:43 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Adding new lanes does not reduce congestion- it just increases induced demand! Therefore it will increase the number of cars driving instead of carpooling or public transit options. This is bad for the climate and bad for communities. Invest in public transit instead!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Karen Barr And Andrew Engel  
5611 Overlea Rd  
Bethesda, MD 20816  
purplessbe@gmail.com  
(301) 562-7200

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Peirce Hammond (peirceah.03.01@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 9:42 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270, Remove the entire I-495 and I-270

Dear Transportation Planning Board,

This matters to me because I live within the triangle composed of both 270 spurs plus 495. My property is close to the Beltway and could be grabbed up through eminent domain!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Peirce Hammond  
9904 Fleming Ave  
Bethesda, MD 20814  
peirceah.03.01@gmail.com  
(301) 897-0925

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Christopher Ecker (cecker@me.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 9:28 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Christopher Ecker  
112 Calvert Rd  
Rockville, MD 20850  
cecker@me.com  
(301) 490-3833

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Robert Bingaman (bob.bingamanjr@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 9:27 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Robert Bingaman  
7502 Holly Ave  
Takoma Park, MD 20912  
bob.bingamanjr@gmail.com  
(301) 585-7125

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Donald Byrne (donbyrne@donbyrne.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 9:25 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Donald Byrne  
3936 Rickover Rd  
Silver Spring, MD 20902  
donbyrne@donbyrne.com  
(301) 523-8563

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Catherine Turner (cjrt@juno.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 9:24 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Catherine Turner  
6805 40th Ave  
University Park, MD 20782  
cjrt@juno.com  
(301) 864-7743

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.



## TPB Public Comment

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**From:** Catherine Turner (cjrt@juno.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 9:23 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Catherine Turner  
6805 40th Ave  
University Park, MD 20782  
cjrt@juno.com  
(301) 864-7743

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** John Kester (john.e.kester@earthlink.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 9:18 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Toll roads not a good bet. We need fewer cars, actually fewer people. If we build roads, new congestion will eventually occur. Our neighborhood is struggling to find EV charging stations. I contribute heavily to planned parenthood; that's better than disease, starvation, pollution, accidents, murder and war at reducing our human impact.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

John Kester  
624 Sonata Way  
Silver Spring, MD 20901  
john.e.kester@earthlink.net  
(301) 754-1260

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Charlotte Barkley (casbarkley@msn.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 9:16 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

There are so many wonderful places around here that I've never seen because I cannot get there without driving. Traffic is awful, parking is awful, and the stress it all generates is beyond awful. Toll lanes won't improve the traffic problem and will not make all these other areas more accessible. Use transportation monies to maintain, improve, and extend public transportation that can be used by citizens from all the social and economic levels of Maryland. We definitely do not need more highways like the toll lanes, which only benefit wealthy auto owners or the maglev train which will help an even smaller group.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Charlotte Barkley  
3128 Gracefield Rd Apt 620

Silver Spring, MD 20904  
casbarkley@msn.com  
(301) 725-7690

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Geoffrey W Patton (gwpatton@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 9:14 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Having commuted to Frederick for work for years and knowing I-270 and -495 well, I can attest that toll lanes will not be worth any loss of trees, road access, or any other benefit I can see. Worse, that is not a plan to help our climate. Better to pay people to work remotely, carpool, or other strategies rather than clog up the works with years of work for slim, if any, benefit.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Geoffrey W Patton  
12313 Clement Ln  
Silver Spring, MD 20902  
gwpatton@gmail.com

(301) 946-5233

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Genevieve Hannan (genevievehan@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 9:14 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Genevieve Hannan  
9507 Monroe St  
Silver Spring, MD 20910  
genevievehan@gmail.com  
(240) 603-3752

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.



## TPB Public Comment

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**From:** Pat Burton (pdjburton@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 9:12 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Pat Burton  
17120 Queen Victoria Ct Apt 302  
Gaithersburg, MD 20877  
pdjburton@yahoo.com  
(240) 604-3102

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Aimee Coogan (aimeecoogan@verizon.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 9:09 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Aimee Coogan  
16960 Oakmont Ave  
Gaithersburg, MD 20877  
aimeecoogan@verizon.net  
(301) 519-2781

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Dina Lassow (drlassow@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 9:00 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

More highways only mean more cars. We need less driving - not more

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Dina Lassow  
16 Hesketh St  
Chevy Chase, MD 20815  
drlassow@gmail.com  
(301) 654-2733

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Randi Field (scribers@verizon.net) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:57 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Randi Field  
9307 Long Branch Pkwy  
Silver Spring, MD 20901  
scribers@verizon.net  
(301) 434-0884

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Malcolm Versel (maversel@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:55 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Having experienced the truly awful - and frighteningly expensive - "fix" that Virginia implemented on I-66, it would be a daily nightmare to have to endure a similar "fix" so close to my home. ABANDON this very ill-conceived plan and implement a plan for the 21st Century. We must REDUCE and REMOVE single vehicle traffic and replace it with mass transit. That is the only way to grow and continue to healthfully inhabit our environment.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Malcolm Versel  
6101 Calwood Way  
Rockville, MD 20852  
maversel@gmail.com

(954) 635-7173

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Barbara Wilson (barbara.wilson.105@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:54 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Barbara Wilson  
4607 Woodfield Rd  
Bethesda, MD 20814  
barbara.wilson.105@gmail.com  
(301) 530-4099

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.



## TPB Public Comment

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**From:** Marc and Renee Gruber (vegierebbe@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:52 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

I am a rabbi living in Bethesda and serving a congregation in Frederick. In addition to environmental reasons to scrap this scheme, the idea of paying more for sitting in traffic is appalling.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Marc and Renee Gruber  
4982 Sentinel Dr Apt 302  
Bethesda, MD 20816  
vegierebbe@hotmail.com  
(516) 764-7767

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Dennis Lang PhD (dlang29@frontier.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:51 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

It is too expensive and will not result in less congestion. It will result in property devaluation and disruption of resident living conditions.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Dennis Lang PhD  
14804 Fireside Dr  
Silver Spring, MD 20905  
dlang29@frontier.com  
(301) 879-8213

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Julie Walters (jwrdog@verizon.net) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:50 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

The forests and mature trees are disappearing for highways and parking lots. Humans need to take up less space. Not more

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Julie Walters  
7021 Oak Forest Ln  
Bethesda, MD 20817  
jwrdog@verizon.net  
(301) 275-1360

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Robin Yang (robinyang8@me.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:43 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

I do not believe that the answer to our congestions in the DC metro area is more tolls and added freeway lanes. I do not support Gov. Hogan's strategies for managing the future of travel in this area. More money and efforts should be put into innovative strategies for alternative ways to get around the metro area. I am horrified by the amount of park land that will be lost in the surround communities if his strategy is allowed to pass. Please vote against this.

Sincerely-  
Robin Yang  
Resident  
Chevy Chase

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,  
Robin Yang

8409 Freyman Dr  
Chevy Chase, MD 20815  
robinyang8@me.com  
(612) 751-5226

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.



## TPB Public Comment

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**From:** Carol Amburgey (carol\_amburgey@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:42 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

By the time this highway system is built, we will have less cars using it so it will be a waste of taxpayers money and houses will be subject to eminent domain needlessly and we will lose important trees.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Carol Amburgey  
14300 Gaines Avenue  
Rockville , MD 20853  
carol\_amburgey@yahoo.com  
(301) 296-6291

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Thomas Gross (tommyerols@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:38 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

I moved to Montgomery County from DC hoping to live near cleaner air and more trees. Don't let my decision be a mistake. This regressive policy to favor cars and private businesses over quality of life for the small people who live here is insulting and frankly, frightening. Please value our needs over these blatant attempts to transfer public goods to private investors.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Thomas Gross  
16527 Grande Vista Dr  
Derwood, MD 20855  
tommyerols@gmail.com

(202) 277-0443

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** James Zwiebel (zwiebelj@verizon.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:36 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

James Zwiebel  
6317 Kenhowe Dr  
Bethesda, MD 20817  
zwiebelj@verizon.net  
(301) 758-0128

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Lauren Cosgrove (obrient5150@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:30 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Lauren Cosgrove  
6 Warde Ct  
Potomac, MD 20854  
obrient5150@gmail.com  
(301) 365-2433

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Dale Connelly (dazzena@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:35 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Dale Connelly  
10700 Lombardy Rd  
Silver Spring, MD 20901  
dazzena@gmail.com  
(301) 681-2945

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Laura Henschel (laura@laurahenschel.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:30 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Hello,

We should not do this project that creates tolls along our highways. It will add time and expense to driving, which has occurred in VA. We need to reduce time people spend in the office and support and extend metro. Building density in added city centers will also help reduce driving. Adding private company charging stations will help pollution. Let us move in the right direction to help folks and the planet.

Thank you,  
Laura

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,



Laura Henschel  
1946 Flowering Tree Ter  
Silver Spring, MD 20902  
laura@laurahenschel.com  
(202) 667-2147

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Anne Rayman (singraym@comcast.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:29 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

I live near the Woodley Gardens Park in Rockville where the Upper Watts Branch flows. Widening 270 any more than it already is would threaten the ecology of this natural resource. The widening project would also threaten the peace and quiet of our homes and the park, and would threaten the location of an existing Church and long-term restaurants and shops that serve as an anchor in the Woodley Gardens neighborhood.

Please seek more ecological, neighborhood-friendly alternatives. Thank you.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Anne Rayman  
712 Smallwood Rd  
Rockville, MD 20850

singraym@comcast.net  
(301) 417-8130

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Edward Bielaus (ljbar@msn.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:31 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Let's use telework and find jobs in our own communities. Can't the captains of industry who make multi millions a year figure this out?

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Edward Bielaus  
6912 Breezewood Ter  
Rockville, MD 20852  
ljbar@msn.com  
(301) 984-2330

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Glenn Daigon (gdaigon@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:29 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Glenn Daigon  
10428 Rockville Pike Apt 101  
Rockville, MD 20852  
gdaigon@hotmail.com  
(301) 530-0414

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Pamela Zurer (pamela.zurer@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:24 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

With the climate in crisis, it makes no sense to be investing in private automobile infrastructure!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Pamela Zurer  
219 Lexington Dr  
Silver Spring, MD 20901  
pamela.zurer@gmail.com  
(301) 593-8275

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.



## TPB Public Comment

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**From:** Lynn Sheehan (tcroft7498@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:24 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

This is so wrong on so many levels that I don't even know where to start. Just don't let it happen!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Lynn Sheehan  
PO Box 362  
Barnesville, MD 20838  
tcroft7498@gmail.com  
(301) 972-7867

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Leslie Olson (lolson2999@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:22 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

The cost and destruction goes against everything we want for the future. Moving people safely can be done much more environmentally friendly with bike routes, and people movers (trams, frequent small transports etc). We need to think outside the box, not make bigger what we already have.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Leslie Olson  
10537 Wheatley St  
Kensington, MD 20895  
lolson2999@aol.com  
(301) 946-6984

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** L Wharton (lesliew@eldersclimateaction.org) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:22 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Building these toll lanes will only increase the emission of pollutants that affect our communities along the roads and the greenhouse gases that are destroying the planet on which we depend.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

L Wharton  
4978 Sentinel Dr Apt 501  
Bethesda, MD 20816  
lesliew@eldersclimateaction.org  
(202) 213-3262

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Don Allen (dca1789@yahoo.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:18 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

We've known for 50 years that single-occupant autos are hazardous to both the environment and our national security (funding petro-state dictators), yet you all continue paving everything in sight. Please stop. Thank you.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Don Allen  
10401 Grosvenor Pl Apt 1116  
Rockville, MD 20852  
dca1789@yahoo.com  
(301) 555-1212

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.



## TPB Public Comment

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**From:** Ann Hobbs (hobbs\_ann@msn.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:15 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

I live less than one mile from the Beltway, and frequently walk in Sligo Creek Park, which is transected by the Beltway. The noise and air pollution from 495 are already significant, even more than a quarter mile away. Many homes in my neighborhood will be impacted by the plan to expand the highway, despite the Governor's initial promise. The Silver Spring YMCA, already hard by the highway, will be seriously impacted, if not doomed, by widening the road. Please stop this plan and the destruction it will bring.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Ann Hobbs  
9002 Bradford Rd  
Silver Spring, MD 20901

hobbs\_ann@msn.com  
(301) 585-3690

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** David Band (dbpactman@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:15 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

David Band  
7101 Sycamore Ave.  
Takoma Park, MD 20912  
dbpactman@aol.com  
(301) 270-0743

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Brigitte Burgett (bkburgett@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:14 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Brigitte Burgett  
5443 Mohican Rd  
Bethesda, MD 20816  
bkburgett@gmail.com  
(301) 229-8078

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Susan Klein (dbpactman@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:12 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Susan Klein  
7101 Sycamore Ave # 20912  
Takoma Park, MD 20912  
dbpactman@aol.com  
(301) 412-8432

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Ethan Goffman (goffmane@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:10 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Ethan Goffman  
523 N Horners Ln  
Rockville, MD 20850  
goffmane@yahoo.com  
(301) 710-0230

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Anne Sturm (annets1@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:07 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

All of our transportation funds MUST go to public transportation- better for fighting Climate Change, better for the people commuting, safer for all. We need a monorail around the Beltway and all the way up to Brunswick.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Anne Sturm  
PO Box 341  
Barnesville, MD 20838  
annets1@aol.com  
(301) 972-7636

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.



## TPB Public Comment

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**From:** Judith Marx (judymarx55@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:07 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Judith Marx  
307 Reserve Gate Ter  
Sandy Spring, MD 20905  
judymarx55@gmail.com  
(301) 774-2484

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Barbara Voorhees (blvalmare@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, April 21, 2022 8:05 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please green space is so important . More traffic is not the answer. Many cities in the US are coming up with better creative solutions. Please please do NOT widen!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Barbara Voorhees  
5813 Conway Rd # ROAD4147  
Bethesda, MD 20817  
blvalmare@hotmail.com  
(301) 897-3768

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Susan Nerlinger (snerlinger@earthlink.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Tuesday, April 19, 2022 4:50 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Building toll lanes on I-495 and I-270 is not going to solve the traffic congestion problem on these highways. The toll roads only offer an expensive escape to a few drivers. It is mostly an opportunity for a private company to profit from the continuation of congestion. It won't eliminate congestion for the majority of drivers.

Building more roads and more toll lanes is not sustainable. We have to invest in mass transit alternatives if we are going to solve long-range traffic and environmental problems. And we need to start now by rejecting false solutions and looking for real answers.

Please reject toll lanes on I-495 and I-270.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Susan Nerlinger  
18255 Rolling Meadow Way  
Olney, MD 20832  
snerlinger@earthlink.net  
(301) 570-5219

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Tina Slater (slater.tina@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Tuesday, April 19, 2022 2:11 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please, please, please --- We're in a Climate Emergency. We've got to stop encouraging people to use their cars by widening our highways! Besides attracting more vehicles, widening highways enables people to live further from their jobs and increases sprawl. When we build more sprawl, we're planning lifestyles where people have to drive everywhere!!!! -- whether it's to work, to school, to shop --- there's absolutely nothing within walking distance. Please, please, please --- tell me how this is addressing our Climate Emergency?

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Tina Slater  
402 Mansfield Rd  
Silver Spring, MD 20910  
slater.tina@gmail.com

(301) 585-5038

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Michele Gibbs (michelegibbs305@yahoo.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Tuesday, April 19, 2022 11:05 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

As a homeowner within two blocks of 495 and someone who uses 495 frequently, I am opposed to the toll lanes. None of the studies prove that there will be considerable benefit to traffic and the increased pollution is not the direction we should be taking in this time of climate change. We need to be investing in other mass transportation projects.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Michele Gibbs  
305 Normandy Drive  
Silver Spring, MD 20901  
michelegibbs305@yahoo.com  
(301) 588-0863



This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Jane Lyons (janeplyons@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Tuesday, April 19, 2022 10:03 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Jane Lyons  
1400 E West Hwy  
Silver Spring, MD 20910  
janeplyons@gmail.com  
(410) 474-0741

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Leslie Sharp (leslie\_knoblauch@hotmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Tuesday, April 19, 2022 9:52 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

This plan will not decrease traffic but it will damage the parks and green spaces along the beltway, it will result in the loss of historic homes along the beltway, and it will result in more costs to tax payers. Please remove this plan and come up with a better traffic management plan that includes public transportation and limits the high costs (financial and environmental) passed along to the people of Maryland.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Leslie Sharp  
9503 Evergreen Street  
Silver Spring, MD 20901  
leslie\_knoblauch@hotmail.com

(301) 254-6679

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Nicholas Orrick (orrickn4@aol.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Tuesday, April 19, 2022 8:39 AM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Stop building fossil fuel infrastructure.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Nicholas Orrick  
5708 Carters Lane  
Riverdale, MD 20737  
orrickn4@aol.com  
(240) 615-7432

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** John McCourt (jpmccourt99@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Monday, April 18, 2022 11:52 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Before we look to the future of this PPP toll lane project, we need to look at the past/current PPP project in process. The complete mess called the Purple line. I have been excited to see the purple line come to fruition for the past several years. But as usual, the taxpayers will be on the hook to bail out the PPP in order to complete the over budget, years late debacle. So my question to the proponents of a much larger project is why should we believe you when you say it will cost x amount of dollars and take x amount of time? when we all know that the project will be over budget and behind schedule.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

John McCourt  
125 Normandy Dr

Silver Spring, MD 20901  
jpmccourt99@hotmail.com  
(412) 215-4124

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Nan Wellins (nan.wellins@verizon.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Monday, April 18, 2022 11:33 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

It is mind-boggling that any rational person would seek to incentivize use of private vehicles and destroy many acres of parkland and increase impermeable surfaces in an era of rapidly increasing rainfall, rather than adopting a far more rational approach combining reversible lanes, public transportation network improvements and incentives, telework incentives for employers, etc. Widening the Beltway and instituting Lexus toll lanes seems to combine the worst aspects of the Eisenhower era and our own era of millionaires and oligarchs leading separate lives from the rest of the great unwashed. The entire scheme depends upon maintaining heavy traffic, otherwise it doesn't pay for itself. How this will help mitigate the worst impacts of climate change is utterly unclear to me.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Nan Wellins



9118 Eton Road  
Silver Spring, MD 20901  
nan.wellins@verizon.net  
(301) 587-6414

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Laura Boyer (ljmboyer@icloud.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Monday, April 18, 2022 10:36 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

This is a horrible horrible plan that will destroy the environment and WONT fix the traffic problem!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Laura Boyer  
9516 Evergreen st  
Silver Spring, MD 20901  
ljmboyer@icloud.com  
(301) 537-6635

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Jennifer Whalen (jj.whalen@verizon.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Monday, April 18, 2022 9:57 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please don't expand the beltway. Houses will be lost, environment damaged, pollution increased. Support alternatives... public transportation, ride sharing, and work from home.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Jennifer Whalen  
223 Granville Dr  
Silver Spring, MD 20901  
jj.whalen@verizon.net  
(240) 383-9885

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Jeanne Fekade-Sellassie (jfekadesellassie@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Monday, April 18, 2022 9:14 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Jeanne Fekade-Sellassie  
9308 Worth Ave  
Silver Spring, MD 20901  
jfekadesellassie@gmail.com  
(202) 390-6153

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Thomas Lansworth (tomlansworth@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Monday, April 18, 2022 9:10 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

More lanes won't be a long-term solution to our traffic congestion. Experience shows us that building more lanes attracts more vehicles. After a few years, the congestion is worse than ever. Furthermore, toll lanes are an inequitable alternative. Only the well-to-do will get any relief from the clogged lanes. Finally, I am opposed to the Public/Private Partnership approach to funding construction of this or any other public project. One needs only to look at the Purple Line fiasco to see just how bad things turn out with these PPP boondoggles.

For these reasons, and many others not stated here in the interest of brevity, I urge you to scrap the I-495 and I-270 toll lanes proposal.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Thomas Lansworth  
9405 Crosby Rd.  
Silver Spring, MD 20910  
tomlansworth@gmail.com  
(301) 565-8066

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.



## TPB Public Comment

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**From:** Stephen Foote (sfoote.mail@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Monday, April 18, 2022 8:33 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

The justification for this project is riddled with inconsistencies and weak arguments. It is risky for tax payers, It takes an oversimplified rationale and forges ahead irrespective of detailed, thoughtful consideration. We need clean, safe, equitable transportation, not what this project will produce.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Stephen Foote  
5312 Hampden Lane  
Bethesda, MD 20814  
sfoote.mail@gmail.com  
(240) 478-4928

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Stephanie Camillo (steph.camillo@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Monday, April 18, 2022 8:19 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

This plan doesn't solve the environment or traffic challenges we have and Benefits will not be felt equally.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Stephanie Camillo  
9609 Clearview place  
Silver spring , MD 20901  
steph.camillo@gmail.com  
(301) 758-9299

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Scott Camillo (sccamillo@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Monday, April 18, 2022 8:15 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

This is a horrible plan in terms of environmental and financial cost, without solving the actual problems posed. I live near the beltway and would be affected by the construction and expansion, but to enrich private organizations while pretending to solve a public and environmental crisis is criminal at worst and sensationally poor policy at best.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Scott Camillo  
9609 Clearview Place  
Silver Spring, MD 20901  
sccamillo@gmail.com  
(240) 418-6256

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Donald Thigpen, Jr. (dathigjr@aol.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Monday, April 18, 2022 8:08 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

remove the entire I-495 and I-270 toll lanes project from the region's long term transportation plan. I don't want my Montgomery County destroyed by this monster of a pathetic and ruinous project of Gov. Hogan.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Donald Thigpen, Jr.  
1820 Locust Grover Rd.  
Silver Spring, MD 20910  
dathigjr@aol.com  
(301) 801-8287

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.



## TPB Public Comment

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**From:** Nicholas Staple (nico.staple@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Monday, April 18, 2022 8:05 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

I live with my family in the Indian Spring neighborhood of Silver Spring and value the large public space next to the Beltway as it exists today as well as the YMCA. Any changes to the footprint of the highway would greatly impact our day to day and reduce the green space for our community--don't widen 495!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Nicholas Staple  
201 Normandy Dr  
Silver Spring, MD 20901  
nico.staple@gmail.com  
(202) 215-6546

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Marian Lally (mvlally@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Monday, April 18, 2022 7:49 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

The fact that this expansion of the beltway and 270 is still be considered is a crime. We don't need more blacktop, to destroy green space, and make room for more cars in lanes that only a handful of people will actually use. All studies have shown that this expansion will NOT solve the traffic problem, and it's clear that taxpayers will have to foot the bill when no one will step up to pay \$40+ in daily tolls. The drastic swings in weather patterns makes it clear that we need to come up with a better, cleaner, greener solution to putting more cars on the road. It's disgraceful that this project is still being pushed through.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Marian Lally  
300 Normandy Drive  
Silver Spring, MD 20901

mvlally@gmail.com  
(240) 893-8415

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Jay Elvove (jay777@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Monday, April 18, 2022 7:47 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

There are many less expensive, more environmentally supportive alternatives that have yet to be explored to facilitate the flow of traffic along the Beltway and I-270. Federal infrastructure funds may also be available to further reduce costs and need to be explored before any private enterprise is involved.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Jay Elvove  
9607 Sutherland Road  
Silver Spring, MD 20901  
jay777@gmail.com  
(301) 585-1954

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Randi Field (scribers@verizon.net) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Monday, April 18, 2022 7:41 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Randi Field  
9307 Long Branch Parkway  
Silver Spring , MD 20901  
scribers@verizon.net  
(301) 434-0884

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Caroline Broder (brodercaroline@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Monday, April 18, 2022 7:39 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

This is a disaster for the environment and will displace families.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Caroline Broder  
110 Normandy Dr  
Silver Spring, MD 20901  
brodercaroline@gmail.com  
(703) 507-1081



This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Tony Hausner (thausner@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Monday, April 18, 2022 7:36 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Besides all the negative impacts described by the SierraClub, widening the beltway would be very destructive to homes, our park and rec center, etc in my community of Indian Spring.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Tony Hausner  
203 Brewster Ave  
Silver Spring, MD 20901  
thausner@gmail.com  
(301) 587-6943

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Sallie Davis (salliekd@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Monday, April 18, 2022 6:53 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Added lanes will actually increase traffic and worsen climate change! Maryland can make better choices for our future. We need to improve mass transit and promote telework! The money generated will only be paid by the wealthy, not improving overall traffic.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Sallie Davis  
7914 Greentree Rd  
Bethesda, MD 20817  
salliekd@gmail.com  
(301) 742-1221

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** Lindsey Mendelson (lindsey.mendelson@mdsierra.org) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Monday, April 18, 2022 6:39 PM  
**To:** TPBcomment  
**Subject:** Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan  
**Categories:** V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Lindsey Mendelson  
4555 Longfellow St  
Hyattsville, MD 20781  
lindsey.mendelson@mdsierra.org  
(240) 706-7901

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [core.help@sierraclub.org](mailto:core.help@sierraclub.org) or (415) 977-5500.

## TPB Public Comment

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**From:** slater.tina@everyactioncustom.com on behalf of Tina Slater <slater.tina@everyactioncustom.com>  
**Sent:** Sunday, May 1, 2022 9:33 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
- It devotes far too much to highway expansion, \$28.2 billion, versus only \$14.6 billion for expanding our transit, pedestrian and bicycle networks.
- Many residents are stuck driving long trips for daily needs. The plan only makes a very modest reduction in per capita driving, a 3% change by 2045, no different from the 2018 plan.
- 84% of the region's residents said they wanted elected officials to consider climate change when planning transportation, and a majority of public comments on the plan last April specifically said that the proposed project list didn't do enough to meet our climate goals.
- Yet, almost no projects changed since the last plan. This was despite our elected officials' pledges to support climate action, transit-oriented development, and regional housing targets.

I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Ms. Tina Slater  
402 Mansfield Rd Silver Spring, MD 20910-5515 slater.tina@gmail.com

## TPB Public Comment

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**From:** ajankit92@everyactioncustom.com on behalf of Ankit Jain <ajankit92@everyactioncustom.com>  
**Sent:** Sunday, May 1, 2022 6:36 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
- It devotes far too much to highway expansion, \$28.2 billion, versus only \$14.6 billion for expanding our transit, pedestrian and bicycle networks.
- Many residents are stuck driving long trips for daily needs. The plan only makes a very modest reduction in per capita driving, a 3% change by 2045, no different from the 2018 plan.
- 84% of the region's residents said they wanted elected officials to consider climate change when planning transportation, and a majority of public comments on the plan last April specifically said that the proposed project list didn't do enough to meet our climate goals.
- Yet, almost no projects changed since the last plan. This was despite our elected officials' pledges to support climate action, transit-oriented development, and regional housing targets.

I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Ankit Jain  
446 Ridge St NW Washington, DC 20001-4622 ajankit92@gmail.com



## TPB Public Comment

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**From:** elkinsenv@everyactioncustom.com on behalf of Chuck Elkins <elkinsenv@everyactioncustom.com>  
**Sent:** Sunday, May 1, 2022 4:15 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
- It devotes far too much to highway expansion, \$28.2 billion, versus only \$14.6 billion for expanding our transit, pedestrian and bicycle networks.
- Many residents are stuck driving long trips for daily needs. The plan only makes a very modest reduction in per capita driving, a 3% change by 2045, no different from the 2018 plan.
- 84% of the region's residents said they wanted elected officials to consider climate change when planning transportation, and a majority of public comments on the plan last April specifically said that the proposed project list didn't do enough to meet our climate goals.
- Yet, almost no projects changed since the last plan. This was despite our elected officials' pledges to support climate action, transit-oriented development, and regional housing targets.

I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Chuck Elkins  
4505 Lowell St NW Washington, DC 20016-2750 elkinsenv@aol.com

## TPB Public Comment

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**From:** npjmu1@everyactioncustom.com on behalf of Niels Pemberton <npjmu1@everyactioncustom.com>  
**Sent:** Sunday, May 1, 2022 1:16 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
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I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
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- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Mr. Niels Pemberton  
11538 Links Dr Reston, VA 20190-4821  
npjmu1@gmail.com

## TPB Public Comment

---

**From:** amhorizons10@everyactioncustom.com on behalf of A MACGLASHAN <amhorizons10@everyactioncustom.com>  
**Sent:** Sunday, May 1, 2022 8:03 AM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!  
**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,  
A MACGLASHAN  
4106 Spruell Dr Kensington, MD 20895-1347 amhorizons10@verizon.net

## TPB Public Comment

---

**From:** dsmarcin@everyactioncustom.com on behalf of Daniel Marcin <dsmarcin@everyactioncustom.com>  
**Sent:** Saturday, April 30, 2022 9:05 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,  
Mr. Daniel Marcin  
1910 Westchester Dr Silver Spring, MD 20902-3561 dsmarcin@gmail.com

## TPB Public Comment

---

**From:** dsmarcin@everyactioncustom.com on behalf of Daniel Marcin <dsmarcin@everyactioncustom.com>  
**Sent:** Saturday, April 30, 2022 9:05 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr. Daniel Marcin  
1910 Westchester Dr Silver Spring, MD 20902-3561 dsmarcin@gmail.com

## TPB Public Comment

---

**From:** wlbeeton@everyactioncustom.com on behalf of Warren Beeton Pres PW Citizens Climate Lobby  
<wlbeeton@everyactioncustom.com>  
**Sent:** Saturday, April 30, 2022 8:08 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Warren Beeton Pres PW Citizens Climate Lobby  
5312 Antioch Ridge Dr Haymarket, VA 20169-3195 wlbeeton@gmail.com

## TPB Public Comment

---

**From:** steve\_oriol@everyactioncustom.com on behalf of Steven Oriol  
<steve\_oriol@everyactioncustom.com>  
**Sent:** Saturday, April 30, 2022 8:04 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr. Steven Oriol  
9623 Evergreen St Silver Spring, MD 20901-2935 steve\_oriol@hotmail.com

## TPB Public Comment

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**From:** amorgen@everyactioncustom.com on behalf of Ava Morgenstern  
<amorgen@everyactioncustom.com>  
**Sent:** Saturday, April 30, 2022 7:10 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ava Morgenstern  
8045 Newell St Apt 313 Silver Spring, MD 20910-4891 amorgen@umich.edu



## TPB Public Comment

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**From:** m.e.b.mcmahon@everyactioncustom.com on behalf of Melissa McMahon  
<m.e.b.mcmahon@everyactioncustom.com>  
**Sent:** Saturday, April 30, 2022 6:40 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ms. Melissa McMahon  
1237 Madison St Alexandria, VA 22314-1656 m.e.b.mcmahon@gmail.com

## TPB Public Comment

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**From:** jbrown1008@everyactioncustom.com on behalf of Jennifer Brown <jbrown1008@everyactioncustom.com>  
**Sent:** Saturday, April 30, 2022 4:27 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!  
**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Jennifer Brown  
5224 Juliet St Springfield, VA 22151-2947 jbrown1008@verizon.net

## TPB Public Comment

---

**From:** leepstein71@everyactioncustom.com on behalf of Lee Epstein <leepstein71@everyactioncustom.com>  
**Sent:** Saturday, April 30, 2022 3:50 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!  
**Categories:** V45 - Full slate

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Sincerely,  
Mr. Lee Epstein  
12612 Taylor Ct Silver Spring, MD 20904-3531 leepstein71@gmail.com

## TPB Public Comment

---

**From:** nickmatyaszek@everyactioncustom.com on behalf of Nicholas Matyaszek  
<nickmatyaszek@everyactioncustom.com>  
**Sent:** Saturday, April 30, 2022 3:21 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

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Sincerely,  
Mr. Nicholas Matyaszek  
4380 King St Apt 1004 Alexandria, VA 22302-1545 nickmatyaszek@hotmail.com

## TPB Public Comment

---

**From:** rbsmythe@everyactioncustom.com on behalf of Robert Smythe  
<rbsmythe@everyactioncustom.com>  
**Sent:** Saturday, April 30, 2022 3:18 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Robert Smythe  
4807 Wellington Dr Chevy Chase, MD 20815-6201 rbsmythe@comcast.net

## TPB Public Comment

---

**From:** rosa.hance@everyactioncustom.com on behalf of Rosa Hance  
<rosa.hance@everyactioncustom.com>  
**Sent:** Saturday, April 30, 2022 2:56 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mrs. Rosa Hance  
45547 Stoney Run Dr Great Mills, MD 20634-3043 rosa.hance@mdsierra.org

## TPB Public Comment

---

**From:** atm50@everyactioncustom.com on behalf of Allan Martin <atm50@everyactioncustom.com>  
**Sent:** Saturday, April 30, 2022 2:09 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr. Allan Martin  
526 Carr Ave Rockville, MD 20850-2110  
atm50@verizon.net

## TPB Public Comment

---

**From:** jakejanzen@everyactioncustom.com on behalf of Jacob Janzen  
<jakejanzen@everyactioncustom.com>  
**Sent:** Saturday, April 30, 2022 12:24 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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I call on you to make the necessary and feasible changes to Visualize 2045:

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- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Jacob Janzen  
1800 N Oak St Apt 1201 Arlington, VA 22209-2612 jakejanzen@yahoo.com



## TPB Public Comment

---

**From:** andie.wyatt@everyactioncustom.com on behalf of Alexandra Wyatt  
<andie.wyatt@everyactioncustom.com>  
**Sent:** Saturday, April 30, 2022 12:13 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,  
MS Alexandra Wyatt  
1406 Lawrence St NE Washington, DC 20017-2911 andie.wyatt@gmail.com

## TPB Public Comment

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**From:** slmader@everyactioncustom.com on behalf of Stewart Mader <slmader@everyactioncustom.com>  
**Sent:** Saturday, April 30, 2022 11:18 AM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,  
Stewart Mader  
11870 Grand Park Ave North Bethesda, MD 20852-8690 slmader@icloud.com

## TPB Public Comment

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**From:** russburnett@everyactioncustom.com on behalf of Russ Burnett  
<russburnett@everyactioncustom.com>  
**Sent:** Saturday, April 30, 2022 11:15 AM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Russ Burnett  
1701 Sherwood Rd Silver Spring, MD 20902-3962 russburnett@yahoo.com

## TPB Public Comment

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**From:** farry.elizabeth@everyactioncustom.com on behalf of Elizabeth Farry  
<farry.elizabeth@everyactioncustom.com>  
**Sent:** Saturday, April 30, 2022 10:16 AM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Elizabeth Farry  
1749 Seaton St NW Washington, DC 20009-2625 [farry.elizabeth@gmail.com](mailto:farry.elizabeth@gmail.com)

## TPB Public Comment

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**From:** brgoggs@everyactioncustom.com on behalf of Brian Goggin <brgoggs@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 11:36 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr. Brian Goggin  
1001 L St NW Apt 308 Washington, DC 20001-6303 brgoggs@gmail.com

## TPB Public Comment

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**From:** rgwoollett@everyactioncustom.com on behalf of Ruth Woollett  
<rgwoollett@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 11:06 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ruth Woollett  
3711 14th St N Arlington, VA 22201-4927 rgwoollett@yahoo.com

## TPB Public Comment

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**From:** roseliemail@everyactioncustom.com on behalf of Roselie Bright  
<roseliemail@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 10:39 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Roselie Bright  
451 Hungerford Dr Rockville, MD 20850-4151 roseliemail@gmail.com

## TPB Public Comment

---

**From:** m.k.lessard@everyactioncustom.com on behalf of Meg Lessard  
<m.k.lessard@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 9:48 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ms. Meg Lessard  
901 Porter St Richmond, VA 23224-2207  
m.k.lessard@gmail.com



## TPB Public Comment

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**From:** Jkrodrig07@everyactioncustom.com on behalf of Jacqueline Rodriguez <Jkrodrig07@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 9:47 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!  
**Categories:** V45 - Full slate

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Sincerely,  
Ms. Jacqueline Rodriguez  
3821 Ingalls Ave Alexandria, VA 22302-1810 Jkrodrig07@gmail.com

## TPB Public Comment

---

**From:** kirstene55@everyactioncustom.com on behalf of Kirsten Enzinger <kirstene55@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 9:31 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!  
**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ms. Kirsten Enzinger  
3478 Archer Springs Ter Richmond, VA 23235-2161 kirstene55@hotmail.com

## TPB Public Comment

---

**From:** andrewireland@everyactioncustom.com on behalf of Andrew Ireland  
<andrewireland@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 7:40 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Andrew Ireland  
3460 14th St NW Washington, DC 20010-3491 andrewireland@mac.com

## TPB Public Comment

---

**From:** ddtmagnolia@everyactioncustom.com on behalf of DeeDee Tostanoski  
<ddtmagnolia@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 5:00 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ms. DeeDee Tostanoski  
400 Madison St Alexandria, VA 22314-1772 ddtmagnolia@gmail.com

## TPB Public Comment

---

**From:** josh.boxerman@everyactioncustom.com on behalf of Josh Boxerman  
<josh.boxerman@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 3:28 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Josh Boxerman  
1919 12th St NW Washington, DC 20009-5973 josh.boxerman@gmail.com

## TPB Public Comment

---

**From:** zferguson.advocacy@everyactioncustom.com on behalf of Zachary Ferguson  
<zferguson.advocacy@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 3:02 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

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I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
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- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Zachary Ferguson  
3714 Jenifer St NW Washington, DC 20015-1806 zferguson.advocacy@gmail.com

## TPB Public Comment

---

**From:** ronnie.townsend3@everyactioncustom.com on behalf of Ronnie Townsend <ronnie.townsend3@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 2:40 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Ronnie Townsend  
4108 Richley Ct Hyattsville, MD 20784-6318 ronnie.townsend3@gmail.com

## TPB Public Comment

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**From:** sophiachapin@everyactioncustom.com on behalf of Sophia Chapin  
<sophiachapin@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 1:34 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Sophia Chapin  
8707 Cromwell Dr Springfield, VA 22151-1214 [sophiachapin@gmail.com](mailto:sophiachapin@gmail.com)



## TPB Public Comment

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**From:** jhp74@everyactioncustom.com on behalf of Jonathan Parker <jhp74@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 12:59 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Jonathan Parker  
711 Shepherd St NW Washington, DC 20011-7925 jhp74@msn.com

## TPB Public Comment

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**From:** mr2590a@everyactioncustom.com on behalf of Mollie Russell <mr2590a@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 12:48 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Mollie Russell  
1818 Riggs Pl NW Apt 110 Washington, DC 20009-6120 mr2590a@student.american.edu

## TPB Public Comment

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**From:** jcurtisemoore@everyactioncustom.com on behalf of JANICE MOORE  
<jcurtisemoore@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 11:52 AM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,  
JANICE MOORE  
4510 Avondale St Bethesda, MD 20814-3534 jcurtisemoore@gmail.com

## TPB Public Comment

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**From:** Lorrin39@everyactioncustom.com on behalf of Lin Orrin <Lorrin39@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 10:43 AM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ms. Lin Orrin  
6 Research Rd Greenbelt, MD 20770-0779  
Lorrin39@gmail.com

## TPB Public Comment

---

**From:** steven.r.ward.8515@everyactioncustom.com on behalf of Steven Ward <steven.r.ward.8515@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 9:28 AM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!  
**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Steven Ward  
1091 Old Cedar Rd Mc Lean, VA 22102-2439 steven.r.ward.8515@gmail.com

## TPB Public Comment

---

**From:** src@everyactioncustom.com on behalf of Steve Castle <src@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 9:18 AM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,

Mr. Steve Castle

1200 N Quaker Ln Alexandria, VA 22302-3004 src@episcopalhighschool.org

## TPB Public Comment

---

**From:** atcook@everyactioncustom.com on behalf of Ann Thompson Cook  
<atcook@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 8:41 AM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

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Sincerely,  
Ann Thompson Cook  
1615 C Piccard Dr Rockville, MD 20850-6721 atcook@mac.com

## TPB Public Comment

---

**From:** gbooth123@everyactioncustom.com on behalf of Glenda Booth <gbooth123@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 8:33 AM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Glenda Booth  
PO Box 7183 Alexandria, VA 22307-0183  
gbooth123@aol.com



## TPB Public Comment

---

**From:** parriehendok@everyactioncustom.com on behalf of Parrie Henderson  
<parriehendok@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 8:19 AM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ms. Parrie Henderson  
1733 Kenyon St NW Washington, DC 20010-2616 parriehendok@icloud.com

## TPB Public Comment

---

**From:** eglaeser@everyactioncustom.com on behalf of Emily Glaeser <eglaeser@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 8:19 AM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Emily Glaeser  
5901 Barbados PI Apt 203 Rockville, MD 20852-5414 eglaeser@gmail.com

## TPB Public Comment

---

**From:** margside@everyactioncustom.com on behalf of Margaret Moore  
<margside@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 7:23 AM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Margaret Moore  
5340 Pooks Hill Rd Bethesda, MD 20814-2005 margside@verizon.net

## TPB Public Comment

---

**From:** mlsteenhoek@everyactioncustom.com on behalf of Matthew Steenhoek  
<mlsteenhoek@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 7:16 AM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
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- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,

Mr. Matthew Steenhoek

7208 Willow Ave Takoma Park, MD 20912-4323 mlsteenhoek@gmail.com

## TPB Public Comment

---

**From:** mason.jacob@everyactioncustom.com on behalf of Jacob Mason  
<mason.jacob@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 6:49 AM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Jacob Mason  
734 Varnum St NW Washington, DC 20011-7230 mason.jacob@gmail.com

## TPB Public Comment

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**From:** jmaryc.123@everyactioncustom.com on behalf of Jessica Cassidy <jmaryc.123@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 4:18 AM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!  
**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Jessica Cassidy  
1530 Hiddenbrook Dr Herndon, VA 20170-2814 jmaryc.123@gmail.com

## TPB Public Comment

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**From:** petesa05@everyactioncustom.com on behalf of Sarah Peters <petesa05@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 1:54 AM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Ms Sarah Peters  
1401 Blair Mill Rd Silver Spring, MD 20910-4865 petesa05@gmail.com

## TPB Public Comment

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**From:** brian.lutenegger@everyactioncustom.com on behalf of Brian Lutenegger  
<brian.lutenegger@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 11:24 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr. Brian Lutenegger  
1845 Summit Pl NW Apt 704 Washington, DC 20009-2346 brian.lutenegger@gmail.com



## TPB Public Comment

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**From:** sedond@everyactioncustom.com on behalf of Douglas Sedon <sedond@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 10:53 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,  
Mr. Douglas Sedon  
2815 Fry Rd Jefferson, MD 21755-7424  
sedond@yahoo.com

## TPB Public Comment

---

**From:** papetro@everyactioncustom.com on behalf of Patricia Petro <papetro@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 10:52 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ms. Patricia Petro  
6237 18th Rd N Arlington, VA 22205-2019 papetro@gmail.com

## TPB Public Comment

---

**From:** john.burke.1981@everyactioncustom.com on behalf of John Burke <john.burke.1981@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 10:21 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!  
**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
John Burke  
3916 7th St S Arlington, VA 22204-1522  
john.burke.1981@gmail.com

## TPB Public Comment

---

**From:** mvassepx@everyactioncustom.com on behalf of Mary Vasse  
<mvassepx@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 10:11 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ms. Mary Vasse  
1713 Black Oak Ln Silver Spring, MD 20910-1423 mvassepx@gmail.com

## TPB Public Comment

---

**From:** kristingamzoncook@everyactioncustom.com on behalf of Kristin Cook  
<kristingamzoncook@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 10:02 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mrs. Kristin Cook  
9408 Jongroner Ct Potomac, MD 20854-2826 kristingamzoncook@gmail.com

## TPB Public Comment

---

**From:** bweaver@everyactioncustom.com on behalf of Bonnie Weaver <bweaver@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 9:57 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Bonnie Weaver  
3103 Black Chestnut Ln Chevy Chase, MD 20815-4754 bweaver@alhadv.com

## TPB Public Comment

---

**From:** tjunk1@everyactioncustom.com on behalf of Jim Lindsay <tjunk1@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 9:54 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Jim Lindsay  
3222 N Pershing Dr Arlington, VA 22201-1620 tjunk1@aol.com

## TPB Public Comment

---

**From:** kalukin\_99@everyactioncustom.com on behalf of Andrew Kalukin <kalukin\_99@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 9:41 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!  
**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr. Andrew Kalukin  
1114 N Stafford St Arlington, VA 22201-4656 kalukin\_99@yahoo.com



## TPB Public Comment

---

**From:** amu@everyactioncustom.com on behalf of Aaron Ucko <amu@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 9:06 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr. Aaron Ucko  
503 Pleasant Dr Rockville, MD 20850-5880 amu@alum.mit.edu

## TPB Public Comment

---

**From:** jhcook120@everyactioncustom.com on behalf of Jennifer Cook <jhcook120@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 8:05 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!  
**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Jennifer Cook  
1150 Ripley St Silver Spring, MD 20910-3475 jhcook120@gmail.com

## TPB Public Comment

---

**From:** phirschhoff@everyactioncustom.com on behalf of Paula Hirschhoff  
<phirschhoff@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 8:02 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,  
Ms. Paula Hirschhoff  
3900 Watson Pl NW Washington, DC 20016-5416 phirschhoff@gmail.com

## TPB Public Comment

---

**From:** eileenr2424@everyactioncustom.com on behalf of Eileen Reitemeyer <eileenr2424@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 8:02 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!  
**Categories:** V45 - Full slate

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Sincerely,  
Eileen Reitemeyer  
1624 Cape Horn Rd Hampstead, MD 21074-1138 eileenr2424@gmail.com

## TPB Public Comment

---

**From:** bnshouse@everyactioncustom.com on behalf of Ben Shouse <bnshouse@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 7:26 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ben Shouse  
8713 Sundale Dr Silver Spring, MD 20910-5037 bnshouse@hotmail.com

## TPB Public Comment

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**From:** mollyphauck@everyactioncustom.com on behalf of Molly Hauck  
<mollyphauck@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 7:13 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ms. Molly Hauck  
3900 Decatur Ave Kensington, MD 20895-1531 mollyphauck@gmail.com

## TPB Public Comment

---

**From:** steven.j.vogel@everyactioncustom.com on behalf of Steven Vogel  
<steven.j.vogel@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 6:38 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,  
Mr. Steven Vogel  
449 Hampton Ct Falls Church, VA 22046-4121 steven.j.vogel@earthlink.net

## TPB Public Comment

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**From:** elizabethende@everyactioncustom.com on behalf of Elizabeth Ende  
<elizabethende@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 6:33 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mrs. Elizabeth Ende  
1425 Laburnum St Mclean, VA 22101-2524  
elizabethende@yahoo.com



## TPB Public Comment

---

**From:** peterharnik1@everyactioncustom.com on behalf of Peter Harnik <peterharnik1@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 6:33 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

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Sincerely,  
Mr. Peter Harnik  
3505 22nd St N Arlington, VA 22207-3828 peterharnik1@gmail.com

## TPB Public Comment

---

**From:** docyoung51@everyactioncustom.com on behalf of William Young <docyoung51@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 6:27 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Dr. William Young  
9735 51st Pl College Park, MD 20740-1501 docyoung51@hotmail.com

## TPB Public Comment

---

**From:** evank2@everyactioncustom.com on behalf of Evan Krichevsky <evank2@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 6:19 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr. Evan Krichevsky  
9205 Copenhaver Dr Potomac, MD 20854-3016 evank2@aol.com

## TPB Public Comment

---

**From:** tina@everyactioncustom.com on behalf of Kristina Borrer <tina@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 6:16 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Dr. Kristina Borrer  
10602 Pinedale Dr Silver Spring, MD 20901-1537 tina@atscomms.com

## TPB Public Comment

---

**From:** rrtowbin@everyactioncustom.com on behalf of Rachel Towbin <rrtowbin@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 6:08 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Rachel Towbin  
11104 Hunt Club Dr Potomac, MD 20854-2522 rrtowbin@aol.com

## TPB Public Comment

---

**From:** charlottecook2003@everyactioncustom.com on behalf of Charlotte Cook <charlottecook2003@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 5:41 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Charlotte Cook  
10906 Bucknell Dr Silver Spring, MD 20902-4392 charlottecook2003@yahoo.com

## TPB Public Comment

---

**From:** clarkhop@everyactioncustom.com on behalf of Hope Clark <clarkhop@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 5:37 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ms. Hope Clark  
4775 Cliffs City Rd Chestertown, MD 21620-5220 clarkhop@gmail.com

## TPB Public Comment

---

**From:** jacobbarker@everyactioncustom.com on behalf of Jacob Barker  
<jacobbarker@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 5:31 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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I call on you to make the necessary and feasible changes to Visualize 2045:

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- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Mr. Jacob Barker  
8010 Blair Mill Way Apt 202E Silver Spring, MD 20910-6805 jacobbarker@me.com



## TPB Public Comment

---

**From:** allen.irwin@everyactioncustom.com on behalf of Allen Irwin <allen.irwin@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 5:30 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Mr. Allen Irwin  
1023 Vernon St Alexandria, VA 22314-1349 allen.irwin@gmail.com

## TPB Public Comment

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**From:** joan@everyactioncustom.com on behalf of Joan Clement <joan@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 5:29 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,  
Ms. Joan Clement  
506 Elm Ave Takoma Park, MD 20912-5434  
joan@cheers.org

## TPB Public Comment

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**From:** zcweinstein@everyactioncustom.com on behalf of Zachary Weinstein  
<zcweinstein@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 5:24 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,  
Zachary Weinstein  
1150 Ripley St Apt 1716 Silver Spring, MD 20910-7436 zcweinstein@gmail.com

## TPB Public Comment

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**From:** sallyjr1@everyactioncustom.com on behalf of Sally Robertson <sallyjr1@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 5:15 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,  
Sally Robertson  
5673 Harpers Farm Rd Unit A Columbia, MD 21044-2269 sallyjr1@comcast.net

## TPB Public Comment

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**From:** rsansev@everyactioncustom.com on behalf of Ron Sanseverino <rsansev@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 5:13 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ron Sanseverino  
851 N Glebe Rd Arlington, VA 22203-1816 rsansev@gmail.com

## TPB Public Comment

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**From:** noswisher@everyactioncustom.com on behalf of Nora Swisher  
<noswisher@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 5:11 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Dr. Nora Swisher  
14652 Woonsocket Dr Silver Spring, MD 20905-5771 noswisher@gmail.com

## TPB Public Comment

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**From:** marneyb3@everyactioncustom.com on behalf of Marney Bruce <marneyb3@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 5:08 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!  
**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ms. Marney Bruce  
4541 Windsor Ln Bethesda, MD 20814-4724 marneyb3@gmail.com

## TPB Public Comment

---

**From:** kathyf.krause@everyactioncustom.com on behalf of Kathleen Krause  
<kathyf.krause@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 4:55 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Kathleen Krause  
4717 S Chelsea Ln Bethesda, MD 20814-3719 kathyf.krause@gmail.com



## TPB Public Comment

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**From:** renuesch@everyactioncustom.com on behalf of Raymond Nuesch  
<renuesch@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 4:50 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

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Sincerely,  
Raymond Nuesch  
2000 16th St NW Washington, DC 20009-3425 renuesch@hotmail.com

## TPB Public Comment

---

**From:** joan.kasprowicz@everyactioncustom.com on behalf of Joan Kasprowicz  
<joan.kasprowicz@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 4:41 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Joan Kasprowicz  
1984 Solaridge Ct Reston, VA 20191-4818 joan.kasprowicz@gmail.com

## TPB Public Comment

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**From:** mjlangelan@everyactioncustom.com on behalf of M Langelan  
<mjlangelan@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 4:38 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ms. M Langelan  
7215 Chestnut St Chevy Chase, MD 20815-4051 mjlangelan@gmail.com

## TPB Public Comment

---

**From:** jhfay2@everyactioncustom.com on behalf of John Fay <jhfay2@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 4:32 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

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Sincerely,  
Mr. John Fay  
12505 Kuhl Rd Wheaton, MD 20902-1443  
jhfay2@gmail.com

## TPB Public Comment

---

**From:** rebekah.paulson@everyactioncustom.com on behalf of Rebekah Paulson  
<rebekah.paulson@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 4:12 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ms. Rebekah Paulson  
913 Kentwood Dr Blacksburg, VA 24060-5377 rebekah.paulson@comcast.net

## TPB Public Comment

---

**From:** leopw62@everyactioncustom.com on behalf of Leo Wagner <leopw62@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 4:05 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

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I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Leo Wagner  
104 Charles St Rockville, MD 20850-1509 leopw62@gmail.com

## TPB Public Comment

---

**From:** contact100k@everyactioncustom.com on behalf of Laurence Aurbach  
<contact100k@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 4:02 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Laurence Aurbach  
9220 Edwards Way Apt 2451 Hyattsville, MD 20783-3417 contact100k@pedshed.net

## TPB Public Comment

---

**From:** IALM@everyactioncustom.com on behalf of Marc Imlay <IALM@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 4:01 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,  
Dr. Marc Imlay  
2321 Woodberry Dr Bryans Road, MD 20616-3256 IALM@EROLS.COM



## TPB Public Comment

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**From:** forinash99@everyactioncustom.com on behalf of Christopher Forinash <forinash99@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 3:59 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!  
**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,  
Mr. Christopher Forinash  
2237 N Wakefield St Arlington, VA 22207-3530 forinash99@gmail.com

## TPB Public Comment

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**From:** katiemccaskey@everyactioncustom.com on behalf of Katherine McCaskey  
<katiemccaskey@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 3:58 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Katherine McCaskey  
5344 Central Ave SE Washington, DC 20019-6412 katiemccaskey@gmail.com

## TPB Public Comment

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**From:** mbochynski@everyactioncustom.com on behalf of Michael Bochynski  
<mbochynski@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 3:57 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,  
Michael Bochynski  
1444 I St NW Ste 400 Washington, DC 20005-6538 mbochynski@cleanwater.org

## TPB Public Comment

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**From:** harriet.tregoning@everyactioncustom.com on behalf of Harriet Tregoning  
<harriet.tregoning@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 3:47 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,  
Harriet Tregoning  
4019 18th St NW Washington, DC 20011-5324 harriet.tregoning@gmail.com

## TPB Public Comment

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**From:** cumingd@everyactioncustom.com on behalf of Donald Cuming  
<cumingd@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 3:39 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr. Donald Cuming  
Donald R Cuming Bethesda, MD 20814  
cumingd@aol.com

## TPB Public Comment

---

**From:** kathyslobogin@everyactioncustom.com on behalf of Kathy Slobogin  
<kathyslobogin@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 3:37 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Kathy Slobogin  
3005 Oregon Knolls Dr NW Washington, DC 20015-2211 kathyslobogin@gmail.com

## TPB Public Comment

---

**From:** ajkarimi@everyactioncustom.com on behalf of Ana Karimi <ajkarimi@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 3:19 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,

Ms. Ana Karimi

1332 21st St NW Apt 102 Washington, DC 20036-1516 ajkarimi@gmail.com

## TPB Public Comment

---

**From:** taramrice@everyactioncustom.com on behalf of Tara Rice <taramrice@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 3:10 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,

Ms. Tara Rice

353 Market St W Apt 222 Gaithersburg, MD 20878-6448 taramrice@yahoo.com



## TPB Public Comment

---

**From:** arieldkennedy@everyactioncustom.com on behalf of Ariel Kennedy  
<arieldkennedy@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 3:09 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ariel Kennedy  
3220 Connecticut Ave NW Apt 304 Washington, DC 20008-2516 arieldkennedy@gmail.com

## TPB Public Comment

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**From:** evelynsfraser@everyactioncustom.com on behalf of Evelyn Fraser  
<evelynsfraser@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 3:08 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mrs. Evelyn Fraser  
2724 28th St NE Washington, DC 20018-1417 evelynsfraser@hotmail.com

## TPB Public Comment

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**From:** kcwd50@everyactioncustom.com on behalf of Katherine White <kcwd50@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 3:06 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Dr. Katherine White  
17705 Hollingsworth Dr Rockville, MD 20855-1306 kcwd50@hotmail.com

## TPB Public Comment

---

**From:** krschwa1@everyactioncustom.com on behalf of Kurt Schwarz <krschwa1@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 3:03 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Mr. Kurt Schwarz  
7329 Wildwood Ct Columbia, MD 21046-3477 krschwa1@verizon.net

## TPB Public Comment

---

**From:** francisdandrea9@everyactioncustom.com on behalf of Francis D'Andrea <francisdandrea9@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 3:02 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Francis D'Andrea  
405 12th St SE Washington, DC 20003-2209 francisdandrea9@gmail.com

## TPB Public Comment

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**From:** tvassefi@everyactioncustom.com on behalf of Tara Vassefi <tvassefi@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 2:56 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Tara Vassefi  
2410 20th St NW Washington, DC 20009-1577 tvassefi@gmail.com

## TPB Public Comment

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**From:** thehiphopcapitalist@everyactioncustom.com on behalf of Lamont Brown  
<thehiphopcapitalist@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 2:53 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Lamont Brown  
7254 Jon Paul Dr Alexandria, VA 22306-7226 thehiphopcapitalist@yahoo.com

## TPB Public Comment

---

**From:** nbharrington@everyactioncustom.com on behalf of Nathan Harrington  
<nbharrington@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 2:51 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,  
Mr. Nathan Harrington  
3214 11th Pl SE Washington, DC 20032-5930 nbharrington@yahoo.com



## TPB Public Comment

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**From:** kitmason@everyactioncustom.com on behalf of Karen-Marie Mason  
<kitmason@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 2:46 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,  
Ms. Karen-Marie Mason  
1508 Sanford Rd Silver Spring, MD 20902-3931 kitmason@gmail.com

## TPB Public Comment

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**From:** martha.barss@everyactioncustom.com on behalf of Martha Barss  
<martha.barss@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 2:24 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,  
Ms Martha Barss  
3105 Tyndale Ave Baltimore, MD 21214-3429 martha.barss@gmail.com

## TPB Public Comment

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**From:** abirome2@everyactioncustom.com on behalf of Abigail Rome <abirome2@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 2:24 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

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Sincerely,  
Ms. Abigail Rome  
605 Ray Dr Silver Spring, MD 20910-5222 abirome2@gmail.com

## TPB Public Comment

---

**From:** eyaldanli97@everyactioncustom.com on behalf of Eyal Li <eyaldanli97@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 2:20 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr. Eyal Li  
7001 Poplar Ave Takoma Park, MD 20912-4675 eyaldanli97@gmail.com

## TPB Public Comment

---

**From:** kkosin@everyactioncustom.com on behalf of Katharine Kosin <kkosin@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 2:10 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Katharine Kosin  
4970 Battery Ln Unit 201 Bethesda, MD 20814-4967 kkosin@gwmail.gwu.edu

## TPB Public Comment

---

**From:** sdtaylor122@everyactioncustom.com on behalf of Stephen Taylor <sdtaylor122@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 1:54 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!  
**Categories:** V45 - Full slate

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Sincerely,  
Mr Stephen Taylor  
6712 Loring Ct Bethesda, MD 20817-3148  
sdtaylor122@gmail.com

## TPB Public Comment

---

**From:** traceycsmallwood@everyactioncustom.com on behalf of Tracey Katsouros  
<traceycsmallwood@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 1:50 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mrs. Tracey Katsouros  
1322 Harwich Dr Waldorf, MD 20601-3322  
traceycsmallwood@gmail.com

## TPB Public Comment

---

**From:** alexanderwolfe29@everyactioncustom.com on behalf of Alex Wolfe <alexanderwolfe29@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 1:45 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!  
**Categories:** V45 - Full slate

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Sincerely,

Mr. Alex Wolfe

1701 Massachusetts Ave NW Washington, DC 20036-2135 alexanderwolfe29@gmail.com



## TPB Public Comment

---

**From:** rustymco@everyactioncustom.com on behalf of James Mather  
<rustymco@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 1:44 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr. James Mather  
9204 Ox Rd Lorton, VA 22079-3423  
rustymco@yahoo.com

## TPB Public Comment

---

**From:** cmeoli28@everyactioncustom.com on behalf of Christian Meoli <cmeoli28@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 1:41 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!  
**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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I call on you to make the necessary and feasible changes to Visualize 2045:

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- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Mr. Christian Meoli  
2500 Wisconsin Ave NW Apt 936 Washington, DC 20007-4527 cmeoli28@gmail.com

## TPB Public Comment

---

**From:** lyndyrock@everyactioncustom.com on behalf of Lynne Rockenbauch  
<lyndyrock@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 1:38 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
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Sincerely,  
Lynne Rockenbauch  
429 Severnside Dr Severna Park, MD 21146-2234 lyndyrock@gmail.com

## TPB Public Comment

---

**From:** patwardhan.k.m@everyactioncustom.com on behalf of Kripa Patwardhan  
<patwardhan.k.m@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 1:36 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,  
Ms. Kripa Patwardhan  
12995 Azalea Woods Way Herndon, VA 20171-4832 patwardhan.k.m@gmail.com

## TPB Public Comment

---

**From:** patwardhan.k.m@everyactioncustom.com on behalf of Kripa Patwardhan  
<patwardhan.k.m@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 1:34 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ms. Kripa Patwardhan  
12995 Azalea Woods Way Herndon, VA 20171-4832 patwardhan.k.m@gmail.com

## TPB Public Comment

---

**From:** avndoc@everyactioncustom.com on behalf of Michael Carter <avndoc@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 1:32 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,  
Dr. Michael Carter  
6830 Silver Ln Annandale, VA 22003-6167 avndoc@gmail.com

## TPB Public Comment

---

**From:** krste@everyactioncustom.com on behalf of Kristie Miller <krste@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 1:32 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Kristie Miller  
3133 Connecticut Ave NW Apt 1015 Washington, DC 20008-5112 krste@aol.com

## TPB Public Comment

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**From:** ejfionamain@everyactioncustom.com on behalf of Ivy Main <ejfionamain@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 1:29 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Ms. Ivy Main  
1331 Merchant Ln Mclean, VA 22101-2413  
ejfionamain@gmail.com



## TPB Public Comment

---

**From:** nanciwilkinson@everyactioncustom.com on behalf of Nanci Wilkinson  
<nanciwilkinson@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 1:28 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mrs. Nanci Wilkinson  
5502 Glenwood Rd Bethesda, MD 20817-3748 nanciwilkinson@gmail.com

## TPB Public Comment

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**From:** sarahdean6@everyactioncustom.com on behalf of Sarah Dean <sarahdean6@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 1:24 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!  
**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,  
Ms Sarah Dean  
1306 W St NW Washington, DC 20009-4420  
sarahdean6@gmail.com

## TPB Public Comment

---

**From:** jean\_pawsforgod@everyactioncustom.com on behalf of Jean Marie VanWinkle  
<jean\_pawsforgod@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 1:24 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

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Sincerely,  
Miss Jean Marie VanWinkle  
202 Acorn Run Ln Bedford, VA 24523-1148 jean\_pawsforgod@jetbroadband.com

## TPB Public Comment

---

**From:** skipcaryl2@everyactioncustom.com on behalf of Robert Williamson <skipcaryl2@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 1:17 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!  
**Categories:** V45 - Full slate

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Sincerely,  
Dr. Robert Williamson  
5705 Stillwell Rd Rockville, MD 20851-1933 skipcaryl2@aol.com

## TPB Public Comment

---

**From:** sdwarner65@everyactioncustom.com on behalf of Steve Warner <sdwarner65@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 1:16 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!  
**Categories:** V45 - Full slate

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Sincerely,  
Mr. Steve Warner  
9414 Woodland Dr Silver Spring, MD 20910-1450 sdwarner65@gmail.com

## TPB Public Comment

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**From:** carfree@everyactioncustom.com on behalf of James Reid <carfree@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 1:10 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr. James Reid  
12004 Taliesin Pl Apt 21 Reston, VA 20190-3335 carfree@mac.com

## TPB Public Comment

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**From:** grebebird@everyactioncustom.com on behalf of Renee Grebe  
<grebebird@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 1:05 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Renee Grebe  
5706 Evergreen Knoll Ct Alexandria, VA 22303-1055 grebebird@yahoo.com

## TPB Public Comment

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**From:** pl2twins@everyactioncustom.com on behalf of P Lira <pl2twins@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 12:58 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
P Lira  
2652 Chiswell Pl Oak Hill, VA 20171-2463 pl2twins@gmail.com



## TPB Public Comment

---

**From:** bernard.holloway@everyactioncustom.com on behalf of Bernard Holloway  
<bernard.holloway@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 12:55 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,  
Bernard Holloway  
15417 N Oak Ct Bowie, MD 20716-1316  
bernard.holloway@yahoo.com

## TPB Public Comment

---

**From:** meyers.robert@everyactioncustom.com on behalf of Robert Meyers  
<meyers.robert@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 12:54 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr. Robert Meyers  
3925 Nicholson St Hyattsville, MD 20782-3063 meyers.robert@gmail.com

## TPB Public Comment

---

**From:** estespc@everyactioncustom.com on behalf of Phillip Estes <estespc@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 12:49 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr. Phillip Estes  
1725 17th St NW Washington, DC 20009-2457 estespc@yahoo.com

## TPB Public Comment

---

**From:** michaelmckee497@everyactioncustom.com on behalf of Michael McKee <michaelmckee497@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 12:49 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!  
**Categories:** V45 - Full slate

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Sincerely,  
Michael McKee  
2109 Sondra Ct Silver Spring, MD 20905-3951 michaelmckee497@gmail.com

## TPB Public Comment

---

**From:** bennehoff@everyactioncustom.com on behalf of Yohannes Bennehoff  
<bennehoff@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 12:45 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Mr. Yohannes Bennehoff  
5847 33rd Pl Hyattsville, MD 20782-3146 bennehoff@gmail.com

## TPB Public Comment

---

**From:** ldbdc@everyactioncustom.com on behalf of Louise Brodnitz <ldbdc@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 12:45 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Louise Brodnitz  
6827 4th St NW Washington, DC 20012-1900 ldbdc@mac.com

## TPB Public Comment

---

**From:** dianecameron60@everyactioncustom.com on behalf of Diane Cameron <dianecameron60@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 12:45 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

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Sincerely,  
Diane Cameron  
3102 Edgewood Rd Kensington, MD 20895-2745 dianecameron60@gmail.com

## TPB Public Comment

---

**From:** bbuthe@everyactioncustom.com on behalf of Becca Buthe <bbuthe@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 12:44 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,  
Becca Buthe  
160 12th St SE Washington, DC 20003-1413 [bbuthe@smartgrowthamerica.org](mailto:bbuthe@smartgrowthamerica.org)



## TPB Public Comment

---

**From:** parnassum90@everyactioncustom.com on behalf of Don Bronkema <parnassum90@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 12:40 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!  
**Categories:** V45 - Full slate

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Sincerely,  
Prof. Don Bronkema  
240 M St SW Washington, DC 20024-3659  
parnassum90@gmail.com

## TPB Public Comment

---

**From:** alek.will@everyactioncustom.com on behalf of Alek Becker <alek.will@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 12:36 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

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Sincerely,  
Mr Alek Becker  
1201 Braddock PI Apt 1008 Alexandria, VA 22314-1674 alek.will@aol.com

## TPB Public Comment

---

**From:** tomquinn71@everyactioncustom.com on behalf of Tom Quinn <tomquinn71@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 12:36 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!  
**Categories:** V45 - Full slate

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Sincerely,  
Mr. Tom Quinn  
5322 41st St NW Washington, DC 20015-1904 tomquinn71@gmail.com

## TPB Public Comment

---

**From:** janeplyons@everyactioncustom.com on behalf of Jane Lyons <janeplyons@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 12:36 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

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Sincerely,

Ms. Jane Lyons

1400 E West Hwy Apt 1426 Silver Spring, MD 20910-3264 janeplyons@gmail.com

## TPB Public Comment

---

**From:** kevinmohalloran@everyactioncustom.com on behalf of Kevin OHalloran  
<kevinmohalloran@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 12:35 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

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Sincerely,  
Kevin OHalloran  
100 I St SE Washington, DC 20003-4846  
kevinmohalloran@gmail.com

## TPB Public Comment

---

**From:** mkriemelmeyer@everyactioncustom.com on behalf of Mildred Kriemelmeyer  
<mkriemelmeyer@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 12:34 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

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- Yet, almost no projects changed since the last plan. This was despite our elected officials' pledges to support climate action, transit-oriented development, and regional housing targets.

I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Mildred Kriemelmeyer  
16900 Waldorf, MD 20601  
mkriemelmeyer@me.com

## TPB Public Comment

---

**From:** anna.o.priddy@everyactioncustom.com on behalf of Anna Priddy  
<anna.o.priddy@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 12:34 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
- It devotes far too much to highway expansion, \$28.2 billion, versus only \$14.6 billion for expanding our transit, pedestrian and bicycle networks.
- Many residents are stuck driving long trips for daily needs. The plan only makes a very modest reduction in per capita driving, a 3% change by 2045, no different from the 2018 plan.
- 84% of the region's residents said they wanted elected officials to consider climate change when planning transportation, and a majority of public comments on the plan last April specifically said that the proposed project list didn't do enough to meet our climate goals.
- Yet, almost no projects changed since the last plan. This was despite our elected officials' pledges to support climate action, transit-oriented development, and regional housing targets.

I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Anna Priddy  
1714 Belvedere Blvd Silver Spring, MD 20902-4002 anna.o.priddy@gmail.com

## TPB Public Comment

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**From:** amorrison@everyactioncustom.com on behalf of Anita Morrison  
<amorrison@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 12:33 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
- It devotes far too much to highway expansion, \$28.2 billion, versus only \$14.6 billion for expanding our transit, pedestrian and bicycle networks.
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- 84% of the region's residents said they wanted elected officials to consider climate change when planning transportation, and a majority of public comments on the plan last April specifically said that the proposed project list didn't do enough to meet our climate goals.
- Yet, almost no projects changed since the last plan. This was despite our elected officials' pledges to support climate action, transit-oriented development, and regional housing targets.

I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Ms. Anita Morrison  
349 Cedar St NW Washington, DC 20012-2025 amorrison@pesconsult.com



## TPB Public Comment

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**From:** irazabal@everyactioncustom.com on behalf of Clara Irazabal <irazabal@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 12:33 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
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- Yet, almost no projects changed since the last plan. This was despite our elected officials' pledges to support climate action, transit-oriented development, and regional housing targets.

I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Dr. Clara Irazabal  
5815 Bryn Mawr Rd College Park, MD 20740-3006 irazabal@umd.edu

## TPB Public Comment

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**From:** danieljcook105@everyactioncustom.com on behalf of Daniel Cook <danieljcook105@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 12:32 PM  
**To:** TPBcomment  
**Subject:** Fix Visualize 2045 to address climate, jobs access, equity!

**Categories:** V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
- It devotes far too much to highway expansion, \$28.2 billion, versus only \$14.6 billion for expanding our transit, pedestrian and bicycle networks.
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- 84% of the region's residents said they wanted elected officials to consider climate change when planning transportation, and a majority of public comments on the plan last April specifically said that the proposed project list didn't do enough to meet our climate goals.
- Yet, almost no projects changed since the last plan. This was despite our elected officials' pledges to support climate action, transit-oriented development, and regional housing targets.

I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,  
Daniel Cook  
6805 Geneva Ln Temple Hills, MD 20748-2711 danieljcook105@gmail.com

## TPB Public Comment

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**From:** b.buchanan@everyactioncustom.com on behalf of Bob Buchanan  
<b.buchanan@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 5:55 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation  
  
**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

We cannot expect our region to be competitive for economic development if we do not invest in appropriate transportation infrastructure. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Bob Buchanan  
11544 Springridge Rd Potomac, MD 20854-1152 b.buchanan@buchananpartners.com

## TPB Public Comment

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**From:** shane.michael.ziegler@everyactioncustom.com on behalf of Shane Ziegler  
<shane.michael.ziegler@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 3:40 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation  
  
**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Shane Ziegler  
1899 Oracle Way Apt 1029 Reston, VA 20190-4868 shane.michael.ziegler@gmail.com

## TPB Public Comment

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**From:** davidwhite@everyactioncustom.com on behalf of David White  
<davidwhite@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 3:38 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation  
  
**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
David White  
4876 Mayde Ct Fairfax, VA 22030-6618  
davidwhite@superiorpaving.net

## TPB Public Comment

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**From:** epritchard@everyactioncustom.com on behalf of Evan Pritchard  
<epritchard@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 2:58 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation  
  
**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Evan Pritchard  
509 N Kenmore St Arlington, VA 22201-1727 epritchard@cozen.com

## TPB Public Comment

---

**From:** cstanmeyer@everyactioncustom.com on behalf of Cathy Pugsley  
<cstanmeyer@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 1:42 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation  
  
**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

As a retail business owner with multiple suburban locations, I will never take public transportation myself and I rely heavily on customers visiting my stores by car. There is NO POSSIBLE WAY that public transportation can accommodate the "final mile" for the suburbs and outer suburbs.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Cathy Pugsley  
47357 Middle Bluff Pl Sterling, VA 20165-3131 cstanmeyer@yahoo.com

## TPB Public Comment

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**From:** raypugsley@everyactioncustom.com on behalf of Ray Pugsley  
<raypugsley@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 12:43 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation  
  
**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

As a retail business owner with multiple suburban locations, I will never take public transportation myself and I rely heavily on customers visiting my stores by car.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Ray Pugsley  
47357 Middle Bluff Pl Sterling, VA 20165-3131 raypugsley@hotmail.com



## TPB Public Comment

---

**From:** ottodl1@everyactioncustom.com on behalf of Daniel Otto <ottodl1@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 11:33 AM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation

**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Daniel Otto  
2215 Gough St Baltimore, MD 21231-2636  
ottodl1@gmail.com

## TPB Public Comment

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**From:** liuculano@everyactioncustom.com on behalf of Lesley Rogers <liuculano@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 10:56 AM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation

**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

The idea of removing roadway projects is short-sighted beyond belief. 'For example, what about residents who don't live near public transportation. And how will we maintain and improve roads for buses and other alternatives, particularly when implementation of safety measures as well as road improvements so that roads are actually passable? And what happened to the roads that are ingress and egress to metro and other such facilities.

I haven't heard any complaints about the new South Capitol Street Bridge and Corridor; I haven't heard complaints about the new 11th Street Bridge; the constituency that desperately wants a solution to the H Street (Hopscotch) bridge is large. Not to mention programs like the Green Alleys and other projects that have led environmentally to make roads, residential settings, and quality of pedestrian travel improved. As a partner in a transportation engineering firm that works in DC, I have seen first-hand how hard DDOT uses it's funding on both roadway and multi-modal project, which is no easy feat. So, to eliminate money for road improvement and other projects related to transportation would be absurd at best, and a set back with perhaps disastrous consequences to the residents and others who frequently travel within the City. Thank you and sincerely, Lesley Rogers (as to be used in Signature Below)

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Lesley Rogers  
8180 Greensboro Dr Ste 550 Mc Lean, VA 22102-3878 liuculano@alaengr.com

## TPB Public Comment

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**From:** shermanpatrickii@everyactioncustom.com on behalf of Sherman Patrick  
<shermanpatrickii@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 10:46 AM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation  
**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

I am a life long resident of Northern VA and have seen the change and many benefits that growth has brought to the area. However it seems that all I hear about is traffic and how inconvenient it is to have to share the road with others who came to this area for the same quality of life. Our roads are the reason for the vast improvement to our standard of living from past decades. Every aspect of our lives are better because of the growth and our roads that serve it. This is particularly true of public services like schools, libraries, and health care. While transit is an important and necessary component of the transportation system serving the metropolitan area, roads will continue to be the primary mode of transportation because of their versatility. Transit just can't take us to all the places that we need to go, when we need to be there.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Removing roadway projects from the transportation plans for our area will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work. Their transportation needs differ from the 9:00 to 5:00 workers at fixed locations. A transportation approach that balances the needs of everyone and the "way that we live" is needed rather than one based on an imagined urban ideal that at best will take generations to fulfill and cost millions in lost personal wealth as the American Dream is up ended by forcing societal change through under funding the transportation mode that gave us a standard of living that is the envy of the world.

Sherman Patrick

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Sherman Patrick  
3495 Mount Burnside Way Woodbridge, VA 22192-1015 shermanpatrickii@msn.com

## TPB Public Comment

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**From:** DavidJ@everyactioncustom.com on behalf of David Jones <DavidJ@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 10:28 AM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation

**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
David Jones  
850 E Gude Dr Rockville, MD 20850-1363  
DavidJ@foday.com

## TPB Public Comment

---

**From:** bcatterton@everyactioncustom.com on behalf of Barry Catterton  
<bcatterton@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 10:25 AM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation  
  
**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will significantly jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Barry Catterton  
5909 Oak Twin Ct Linthicum Heights, MD 21090-2153 bcatterton@ces-consultingllc.com

## TPB Public Comment

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**From:** vegavt@everyactioncustom.com on behalf of Javier Vega <vegavt@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 10:17 AM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation

**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Javier Vega  
6703 Kings Mill Ct Frederick, MD 21702-5801 vegavt@gmail.com

## TPB Public Comment

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**From:** kashajr@everyactioncustom.com on behalf of John Kasha <kashajr@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 9:24 AM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation

**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
John Kasha  
14532 Dufief Mill Rd North Potomac, MD 20878-2560 kashajr@yahoo.com

## TPB Public Comment

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**From:** mllrfrm@everyactioncustom.com on behalf of Robin Miller <mllrfrm@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 9:02 AM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation

**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Robin Miller  
4624 Brookside Dr Alexandria, VA 22312-1407 mllrfrm@aol.com



## TPB Public Comment

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**From:** mlotz8673@everyactioncustom.com on behalf of Mark Lotz <mlotz8673@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 7:43 AM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation

**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Mark Lotz  
220 Christopher Rd Forest Hill, MD 21050-3213 mlotz8673@gmail.com

## TPB Public Comment

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**From:** hkkolsen1@everyactioncustom.com on behalf of Kat Olsen <hkkolsen1@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 7:17 AM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation

**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

IT IS CRITICAL that you KEEP all of the ROADWAY projects in the plan. Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

In addition, self-driving cars under development work best with well-maintained roads with bright painted lines.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Kat Olsen  
645 Coral Reef Dr Gaithersburg, MD 20878-2976 hkkolsen1@verizon.net

## TPB Public Comment

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**From:** MKLINEFELTER@everyactioncustom.com on behalf of George Klinefelter  
<MKLINEFELTER@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 6:21 AM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation  
  
**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
George Klinefelter  
2408 G Peppermill Dr Ste G Glen Burnie, MD 21061-3264 MKLINEFELTER@MDASPHALT.ORG

## TPB Public Comment

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**From:** dantheopsman@everyactioncustom.com on behalf of Daniel Davies  
<dantheopsman@everyactioncustom.com>  
**Sent:** Friday, April 29, 2022 12:38 AM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation  
  
**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Meanwhile, WMATA and other rail transit systems are legacy modes that are drastically lacking in ridership, especially for the massive amount of funding they receive. Buses aren't doing as badly, but they need reduced congestion on roads to increase their reliability.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Daniel Davies  
118 Meadowview Ct Winchester, VA 22602-6515 dantheopsman@gmail.com

## TPB Public Comment

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**From:** john\_sholes@everyactioncustom.com on behalf of John Sholes  
<john\_sholes@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 11:03 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation  
  
**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
John Sholes  
12113 Mcdonald Chapel Dr Gaithersburg, MD 20878-2250 john\_sholes@yahoo.com

## TPB Public Comment

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**From:** robinficker@everyactioncustom.com on behalf of Robin Ficker  
<robinficker@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 8:46 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation  
  
**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Robin Ficker  
16711 Barnesville Rd Biyds Boyds, MD 20841-9202 robinficker@msn.com

## TPB Public Comment

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**From:** tpless@everyactioncustom.com on behalf of Tracy pless <tpless@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 7:36 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation

**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Tracy pless  
1830 Fountain Dr Unit 901 Reston, VA 20190-4473 tpless@aol.com

## TPB Public Comment

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**From:** etydings88@everyactioncustom.com on behalf of Emmet Tydings <etydings88@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 6:02 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation  
**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Did you know that MDOT is quietly looking at a Transit option for the expanded American Legion Bridge? That option will be moot without your support of approving Visualuze 2045 with the road projects intact.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Emmet Tydings  
21310 Zion Rd Brookeville, MD 20833-1002 etydings88@gmail.com



## TPB Public Comment

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**From:** john\_huchrowski@everyactioncustom.com on behalf of John Huchrowski  
<john\_huchrowski@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 5:58 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation  
  
**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,

John Huchrowski

212 Blakeney Rd Catonsville, MD 21228-3520 john\_huchrowski@verizon.net

## TPB Public Comment

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**From:** abracadabra20194@everyactioncustom.com on behalf of Larry Olivia <abracadabra20194@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 5:51 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation  
**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Larry Olivia  
8103 Timbertree Way West Chester, OH 45069-1605 abracadabra20194@comcast.net

## TPB Public Comment

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**From:** cl49102@everyactioncustom.com on behalf of BRIAN OLIVIA <cl49102@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 5:51 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation

**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
BRIAN OLIVIA  
11812 Briar Mill Ln Reston, VA 20194-1520 cl49102@comcast.net

## TPB Public Comment

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**From:** novajcrew@everyactioncustom.com on behalf of Debbie Davis  
<novajcrew@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 5:50 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation  
  
**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Debbie Davis  
11812 Briar Mill Ln Reston, VA 20194-1520 novajcrew@aol.com

## TPB Public Comment

---

**From:** gregolsen@everyactioncustom.com on behalf of Greg Olsen <gregolsen@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 5:50 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation

**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Greg Olsen  
11812 Briar Mill Ln Reston, VA 20194-1520 gregolsen@comcast.net

## TPB Public Comment

---

**From:** THOMASDEPUTY@everyactioncustom.com on behalf of THOMAS DEPUTY  
<THOMASDEPUTY@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 5:47 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation  
  
**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
THOMAS DEPUTY  
485 Harbor Side St Apt 502 Woodbridge, VA 22191-5458 THOMASDEPUTY@YAHOO.COM

## TPB Public Comment

---

**From:** freishtatconsultsnts@everyactioncustom.com on behalf of David Freishtat  
<freishtatconsultsnts@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 5:34 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation  
  
**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
David Freishtat  
12837 Lamp Post Lane Potomac, MD 20854  
freishtatconsultsnts@gmail.com

## TPB Public Comment

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**From:** tclower@everyactioncustom.com on behalf of Terry Clower <tclower@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 5:30 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation

**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Terry Clower  
3613 Aquia Dr Stafford, VA 22554-2704  
tclower@gmu.edu



## TPB Public Comment

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**From:** qguan989@everyactioncustom.com on behalf of Jay Guan <qguan989@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 5:10 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation

**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Jay Guan  
12527 Blue Sky Dr Clarksburg, MD 20871-4478 qguan989@gmail.com

## TPB Public Comment

---

**From:** mark@everyactioncustom.com on behalf of Mark Lautman <mark@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 5:04 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation

**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Mark Lautman  
11716 Magruder Ln Rockville, MD 20852-4368 mark@lautman.net

## TPB Public Comment

---

**From:** d.demers02@everyactioncustom.com on behalf of Diane Demers <d.demers02@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 4:58 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation  
**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,

Diane Demers

407 Little Quarry Rd Gaithersburg, MD 20878-5712 d.demers02@gmail.com

## TPB Public Comment

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**From:** bubkus1@everyactioncustom.com on behalf of Carl Plumley <bubkus1@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 4:49 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation

**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Carl Plumley  
19909 Wild Cherry Ln Germantown, MD 20874-1015 bubkus1@verizon.net

## TPB Public Comment

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**From:** ceo@everyactioncustom.com on behalf of David Guernsey <ceo@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 4:48 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation

**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
David Guernsey  
12414 Clifton Hunt Dr Clifton, VA 20124-2045 ceo@buyguernsey.com

## TPB Public Comment

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**From:** jason.f.stanford@everyactioncustom.com on behalf of Jason Stanford  
<jason.f.stanford@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 4:44 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation  
  
**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Jason Stanford  
1701 S Monroe St Arlington, VA 22204-5007 jason.f.stanford@gmail.com

## TPB Public Comment

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**From:** jonathon@everyactioncustom.com on behalf of Jonathon Rowland  
<jonathon@everyactioncustom.com>  
**Sent:** Thursday, April 28, 2022 4:25 PM  
**To:** TPBcomment  
**Subject:** Approve Visualize 2045 which invests in ALL modes of transportation  
  
**Categories:** Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,  
Jonathon Rowland  
524 S Bond St Baltimore, MD 21231-2804  
jonathon@rowlandstrategies.com