



**Visualize 2050
Planning and
Programming Process**

**Public Engagement and
Communications**

Part 2 of 27



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OVERVIEW OF PUBLIC ENGAGEMENT AND COMMUNICATIONS

The Transportation Planning Board (TPB) has long understood the importance of engaging the public in the process of transportation planning. When those who are affected by transportation planning decisions are involved in the process, the quality of regional planning is improved and makes it more likely that the values of the TPB will be implemented in a way that makes people's lives better.

Federal law and regulations require all MPOs in the U.S. to conduct public participation activities as part of the development of their metropolitan transportation plan (MTP). The TPB goes beyond what is federally required, and the TPB's policy framework has long called for a collaborative planning process that considers and reflects the interests of TPB constituents and seeks to make policy and technical processes that are inclusive of and accessible to all.

The TPB has numerous practices and tools in place for regular public engagement including an online newsletter (TPB News), social media, websites, and public comment periods. Two community-based committees regularly advise the TPB. The Community Advisory Committee (CAC) promotes public involvement in transportation planning for the region and provides independent, region-oriented resident advice to the TPB on transportation plans and issues. The Access for All Advisory Committee (AFA) advises the TPB on issues and services that are important to low-income communities, communities of color, people with limited English skills, people with disabilities, and older adults.

Alongside these regular TPB practices and tools, the development of Visualize 2050 presents special opportunities for meaningful and focused public engagement. As the TPB's signature plan, Visualize 2050 weaves together a variety of opportunities for planners to ask the public about the directions the region might take.

THE TPB'S PARTICIPATION PLAN

The TPB updated its Participation Plan in 2020. The plan articulates the TPB's policy for public participation, describes how members of the public can get involved, and demonstrates how staff work to meet and exceed federal requirements. The plan guides TPB staff interactions with the public so that public-facing work can reach as many people as possible, allow the TPB to collect meaningful input, build support to inform TPB plans and programs, and aid decision-making.

The Participation Plan builds on previous efforts designed to encourage participation in the TPB and provide reasonable opportunities for residents and other interested agencies to be involved in metropolitan transportation planning.

TPB staff developed the Participation Plan in consultation with interested parties, including members of the community, representatives of people with disabilities, users of public transportation and bicycle and pedestrian facilities, and affected public agencies.

Participation Policy

The TPB Participation Policy, as approved in June 2022, consists of four parts:

- The Policy Statement articulates the TPB's commitment to making its process and products accessible to everyone who lives in metropolitan Washington.
- The Policy Goals state what the TPB is trying to achieve through its public-facing work.
- The Principles of Engagement declare the TPB's values around interacting with the public.

- The Constituencies for Engagement describe three target audiences to help staff focus information and participation activities.

Policy Statement

It is the TPB's policy to provide public access and involvement under a collaborative planning process in which the interests of all TPB constituencies are reflected and considered. It is the TPB's intent to make both its policy and technical process inclusive and accessible to all constituencies.

The TPB believes that public input into its process is valuable and makes its products better. Regional transportation planning cannot, and should not, be based solely upon technical analysis. The information derived from public involvement is essential to good decision-making.

Policy Goals

The Policy Goals describe what the TPB is trying to achieve through its participation activities. When planning public-facing work, staff should use these goals to set desirable outcomes, and then refer to the goals when evaluating their work:

- Engage different audiences effectively using a variety of tools.
- Provide clear and open access to information and participation opportunities.
- Gather input from diverse perspectives.
- Consider input received and respond meaningfully.
- Promote a regional perspective.

Principles for Engagement

The Principles for Engagement state the TPB's values around informing and engaging the public. These principles recognize that most people who are impacted by transportation decisions are not technical experts and that being inclusive means meeting people where they are. These principles guide engagement and point towards the Policy Goals without specifying those goals or the means to achieve them.

- Equity perspective – Until new federal guidance was provided in 2025, staff strived to incorporate an equity perspective into their work activities so that work acknowledged and sought to accommodate different contexts, experiences, and abilities.
- Plain language - Staff strive to use plain language and prepare their materials in a variety of ways.
- Early and continuing participation - Staff strive to maximize public input by involving the public early in planning processes. Staff also strive to involve the public throughout processes to create repeat interactions with the public.
- Timely response - Staff strive to acknowledge receipt of public input in a timely manner and provide information about how public input will be used.
- Clarity of purpose - Staff strive for clarity of purpose when planning public-facing work.

Constituencies for Engagement

The TPB acknowledges that not every person is aware of the TPB or has an understanding of how decisions are made at the regional, state, and local levels. To make sure that TPB participation efforts are most effective, it is important to tailor communications and outreach to different constituencies.

The constituencies below are grouped according to varying levels of engagement in regional transportation planning processes and awareness of regional transportation issues.

- Active participants are knowledgeable about transportation policy issues in general, as well as in the TPB's role in regional transportation planning process.
- Community leaders have some knowledge of transportation policy issues but are less familiar with the TPB's role in the regional transportation planning process.
- The general public has an inherent interest in transportation challenges but often possesses little direct knowledge of transportation policy making.

TPB values obtaining various perspectives which come from its work within these different constituencies.

Visualize 2050 Public Engagement Plan and Communications Plan

The Visualize 2050 planning process kicked off in early 2023 when the TPB approved the plan's schedule that included the creation of a unique Visualize 2050 Public Engagement Plan (PEP) and Communications plan. The first public outreach phase occurred from February to November in 2023, when public opinion on 2045 projects proposed for resubmittal to the 2050 plan was collected. The second period was during March 2024 and focused on regionally significant for air quality project inputs, land use inputs, and the air quality analysis scope of work. Lastly, the third period took place in October and November 2025 and focused on the draft of Visualize 2050 National Capital Region Transportation Plan, the Draft FY 26-29 Transportation Improvement Program (TIP), and the Draft Air Quality Conformity Analysis Report. However, the public was able to submit comments about Visualize 2050 at any time through email or through the TPB's website.

THE TPB'S ROLE AND KEY STAFF

As an MPO, the TPB is federally required to carry out public participation activities during the development of its metropolitan transportation plan, such as Visualize 2050. However, the TPB strives to go beyond the minimum requirements for engaging the public. Visualize 2050 took on a different approach to update the projects inputs than the previous plan update. This approach was referred to as zero-based budgeting. Therefore, when the TPB requested that projects submitted into Visualize 2050 be given additional consideration into the plan, staff made efforts to engage the public in new and different ways.

To ensure that the National Capital Region (NCR) residents were thoroughly involved in Visualize 2050's development, TPB staff conducted three comment periods between 2023 and 2025. Key staff planned and organized the engagement methods and materials while also including TPB members in the process. Key staff worked to plan and design the public comment materials, including the Survey Monkey form used in 2023, the MetroQuest form used in 2024, and the Visualize2050.org website used in 2025. Staff were also responsible for continuously compiling and summarizing public comments received during and outside of the three comment periods.

TABLE 2.1: KEY STAFF

TPB Staff	Title	Role
Kanti Srikanth	Director for the Transportation Planning Board (TPB)	Program Lead
Laura Bachle (also, previous TPB staff, Marcela Moreno)	Transportation Planner	Program Lead
Jamie Bufkin	Transportation Planner	Contributor
Rachel Beyerle	Transportation Communications Manager	Contributor
Cristina Finch	Transportation Planning Manager	Contributor
Sergio Ritacco	Senior Transportation Planner	Contributor

Two key advisory committees supporting the TPB are the aforementioned Community Advisory Committee (CAC) and Access for All Advisory Committee (AFA). Before its launch, the 2023 public engagement activity was presented to the CAC to gain their input on the MetroQuest tool’s comment information, legibility, and user-friendliness. Both committees were routinely briefed at key points in the planning process, including during the conformity determination and TIP development, to solicit their ideas on public involvement and ask for their help in outreach. The plan website, visualize2050.org, lists the meetings and activities for both committees.

ROLE OF KEY PLANNING AGENCIES

Federal, state, and local governments, transit agencies, and affiliated agencies have roles in Visualize 2050’s public engagement and communication activities.

In the development of public engagement activities, key planning agencies provide continuous feedback at committee meetings. When specific project information is needed for the public engagement activity, TPB staff coordinate with member agency staff to ensure that their projects are being communicated in an acceptable manner. During the formal comment periods of Visualize 2050, such as the review of the technical inputs for the Air Quality Conformity analysis and the draft update to the plan and TIP, agencies were asked to review projects previously submitted to Visualize 2045 and reassess their inclusion. Through this process, some projects were removed or altered before being included in public engagement activities.

Additionally, TPB staff participated in the Virginia Department of Transportation’s Six-Year Improvement Program meeting on May 1, 2023. Jurisdictional partners, TPB members, and advocacy groups promoted the public comment period through their own communications channels, including public meetings, websites, newsletters, and social media.

Agencies were also given the opportunity to provide responses to the public comments. The District of Columbia Department of Transportation, the Maryland Department of Transportation, and the Virginia Department of Transportation provided responses in letter formats that can be found in Appendix A.

PUBLIC ENGAGEMENT

During Visualize 2050’s development, the TPB solicited public comment during the official comment and interagency review periods for this plan. The three comment periods have included the opportunity to review the technical inputs for the Air Quality Conformity analysis and the results of the analysis, along with the draft update to Visualize 2050 and draft FY 2026-2029 TIP. The comment summaries and listings can be found in Appendix A.

To support plan development, the TPB provided the public with an opportunity to weigh in on project inputs, as well as plan and TIP documentation. The TPB conducted three public comment periods between 2023 and 2025. Each phase sought feedback at different critical steps in the development of Visualize 2050. The sections below detail the process of each comment period.

TABLE 2.2: PUBLIC ENGAGEMENT PERIODS

Public Engagement Period	Start Date	End Date
2023: Survey Monkey Feedback Form	02/15/2023	11/30/2023
2024: MetroQuest Comment Form	03/01/2024	3/30/2024
2025: Visualize 2050 Website Comment Form	10/23/25	11/21/25

2023 PUBLIC COMMENT PERIOD

On February 15, 2023, the Transportation Planning Board approved the Visualize 2050 Technical Inputs Solicitation (TIS) and inputs to the Transportation Improvement Program (TIP). TPB staff launched a supplemental public comment period with an initial schedule of February 15 until May 31, 2023. In April 2023, TPB staff recommended, and the Board approved, adding six months to the Visualize 2050 schedule, which extended the comment period to conclude November 30, 2023. The initial public comment period was designed to provide an additional public input opportunity as agencies re-examined and submitted their projects for Visualize 2050. Public comments were accepted via the Visualize 2050 Initial Project List Feedback Form to collect project-specific comments on the Visualize 2045 project list. In addition, staff collected comments about Visualize 2050 via email, voicemail, and letter.

The Visualize 2050 Initial Project List Feedback Form was developed by TPB staff to allow commenters to provide feedback on specific projects included in Visualize 2045 and to suggest projects for inclusion in Visualize 2050. The comment period was advertised on the Visualize 2050 website and in TPB and COG e-newsletters, and through COG and TPB social media channels. The comments received from February 15 – August 31, 2023, were summarized and shared by TPB staff in a memorandum presented to the TPB Technical Committee meeting on October 6, 2023.

This interim report was designed for TPB member agencies to consider public feedback as they re-examined and submitted projects for Visualize 2050.

In addition, TPB staff coordinated a series of presentations from state agencies and WMATA to the TPB's advisory committees—the Community Advisory Committee and Access for All Advisory Committee. These presentations included an overview of the agency's funding and project prioritization process.

- June 15, 2023 – District of Columbia Funding & Project Prioritization Process CAC Presentation
- June 26, 2023 – District of Columbia Funding & Project Prioritization Process AFA Presentation
- July 13, 2023 – WMATA Funding & Project Prioritization Process CAC Presentation
- September 14, 2023 – Maryland and Virginia Funding & Prioritization Process CAC Presentations
- September 18, 2023 – Maryland, Virginia, and WMATA Funding & Prioritization Process AFA Presentations

The comments received through the end of the comment period, November 30, 2023, were summarized and presented to the TPB Board on December 20, 2023.¹

Visualize 2050 Initial Project List Feedback Form

The Visualize 2050 Initial Project List Feedback Form was available through Survey Monkey, an online survey tool. Screenshots of the survey are shown below. The introductory page provided an overview of the survey's purpose, explained how the comments would be used, and described what funded and committed (green list) projects and developmental (orange list) projects are. To become acquainted with the projects, a link to a memorandum was provided that includes the list of projects and some of their details.

Participants were asked to identify the state in which the project was located. From that point, a drop-down box provided a list of projects in the state. If a project that they were interested in was not listed, survey participants were able to describe the project in an open-response text box. Next, participants were asked how they heard about the project. To communicate whether they supported the project's inclusion in Visualize 2050, participants were asked to respond to the following statement: I support the project's inclusion in the long-range transportation plan (Visualize 2050). They then were prompted to select "Strongly agree", "Agree", "Neutral", "Disagree", or "Strongly disagree". An open-response text box provided space to further explain why they did or did not support the project and to share additional comments such as changes they would like to see prior to the project's inclusion in the plan. They were then asked if they wanted to comment on another project.

¹ National Capital Region Transportation Planning Board (December 20, 2023). *Agenda Item 10A: Visualize 2050 Public Comment Analysis Summary*. <https://www.mwcog.org/events/2023/12/20/transportation-planning-board/>

FIGURE 2.1: 2023 COMMENT PERIOD SURVEY MONKEY FEEDBACK FORM

Visualize 2050 Initial Project List Feedback Form

Provide feedback on the Visualize 2045 project list to help identify what should go in the new plan!

The National Capital Region Transportation Planning Board (TPB) is updating its long-range transportation plan, which will be called Visualize 2050. For the plan's Constrained Element, TPB is asking all member agencies to re-examine and re-submit projects from the current plan (Visualize 2045) project list based on TPB's policy priorities and the findings of the TPB's scenario studies.

The public is invited to focus comments on the [list of projects](#) to communicate if they:

- Support a project's inclusion in the plan
- Do not support a project's inclusion in the plan
- Propose changes to a project, or
- Believe that a project that is not listed should be included.

Comments will be forwarded to the sponsoring agencies as they decide what projects to submit to TPB.

The plan update's current focus is on developing the plan's Constrained Element which contains all the projects that must be included in the regional air quality conformity analysis. To initiate this process, TPB and agency staff have examined the current Visualize 2045 Constrained Element project list and following direction from TPB's [resolution R19-2021](#), have organized the projects into two groups. The two groups to be used to update the projects for Visualize 2050 include: (1) projects that are either under construction OR have received local, state, federal or private funding (funded/committed projects) and (2) projects that are planned and not under construction or with funding committed (developmental projects).

All listed projects are in the currently approved Visualize 2045 plan and are to be re-examined by the TPB member agencies as they decide what projects to submit for Visualize 2050. The TPB intends to retain the projects from the funded/committed project list in the Visualize 2050 plan.

Which projects qualify for each list?

Funded/Committed (green list) projects are active, under construction, or have dedicated funding in the near future, and they are intended to be retained in the Visualize 2050 project list. The TPB recognizes the limited opportunities to make changes to projects that are under construction. The TPB, however, urges its member agencies to re-examine these projects and consider changes, where appropriate, that would better advance the TPB's policy priorities and goals.

Developmental (orange list) projects that are not yet under construction, and do not have short term dedicated funding. The TPB expects its member agencies to re-examine these projects and resubmit them with changes as needed to better advance the TPB's policy priorities and goals for inclusion in Visualize 2050. Comments on these projects can help provide feedback on projects that are in a developmental stage where the TPB goals and priorities can be used to influence the scope of such projects.

To learn more about frequently asked questions related to the plan update, please visit the [Visualize 2050 webpage](#).

Next

Visualize 2050 Initial Project List Feedback Form introductory page.

Visualize 2050 Initial Project List Feedback Form

Comment #1: Where is the project that you want to comment on located?

* Which state is the project that you would like to comment on?

Prev

Next

Participants are first asked what state the project they would like to comment on is located.

Visualize 2050 Initial Project List Feedback Form

Comment #1: Maryland Project Comment

* Please select which project in Maryland that you would like to comment on.

Other (if you don't see the project you'd like to comment on, please describe it to the best of your ability here)

How did you hear about this project?

Other (please specify)

I support this project's inclusion in the long-range transportation plan (Visualize 2050).

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

Explain why you support/do not support the project's inclusion in the long range transportation plan (Visualize 2050). You can also share other comments about the project's inclusion in the plan, including if there are any changes that you would like to see made to the project before it is included in the plan.

* Would you like to submit comments about another project?

- Yes
- No

Prev

Next

Example of project comment page.

Visualize 2050 Initial Project List Feedback Form

What other projects are missing? (Optional)

If there are any projects that are not listed on the [published project list](#), you may describe them here.

What state is this project located in?

Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?

Prev

Next

Opportunity for participants to comment on any missing projects.

Visualize 2050 Initial Project List Feedback Form

Contact Information (Optional)

If you would like to include your contact information with your comments, please write your name and e-mail address below.

Please share your contact information.

Name

Email Address

Prev

Done

Optional closing questions of the feedback form that collected names and email addresses.

Processing of 2023 Public Comment Period Results

Between February 15 and November 30, 2023, TPB staff received 997 project comments from the feedback form. The Commonwealth of Virginia received 514 comments, the State of Maryland received 406 comments, and the District of Columbia received 77 comments. Apart from the feedback form, six comments were received through email, while no mailed letter or voicemail comments were received. A total of 136 project suggestions were received, with 43 for Virginia, 40 for the State of Maryland, and 10 for the District of Columbia.

When the comments were presented to the TPB Board, TPB staff included project-specific comment summaries for “green list” projects exempt from re-examination that received ten or

more comments, and “orange list” projects undergoing re-examination that received five or more comments. The purpose of presenting project summaries for those with the selected number of comments served to communicate the results more efficiently, as there were 256 projects open for comments. To analyze the written comment data, all comments were read through and re-occurring themes naturally arose. These common overarching themes included:

- Strong negative sentiment towards roadway widening and expansion projects, with concerns that these projects induce more automobile travel, contribute to climate impact, undermine public transportation, and misallocate money and resources.
- Strong positive sentiment towards passenger rail expansion and improvements, bus improvements, bus rapid transit (BRT) projects, and bicycle and pedestrian infrastructure improvements. This support comes from enthusiasm for reducing car dependence in the region, advancing towards climate goals, and improving access and connectivity for alternative modes.
- Positive sentiment for projects that improve regional connectivity. Several projects received positive feedback because of their perceived ability to better connect the region through different transportation modes.
- For many projects that received “agree” for inclusion, rather than “strongly agree,” in Visualize 2050, there was support for roadway improvements that include traffic calming features and desire for more bicycle, pedestrian, and transit infrastructure improvements.

All project responses from the feedback form and written comments received through email were provided for the TPB Board’s and the public’s viewing in the [final memorandum](#) (Item 10A), which was presented in December 2023.

2024 PUBLIC COMMENT PERIOD

Following the 2023 public input period, transportation agencies reviewed and resubmitted their highway and transit capacity-related projects for consideration in Visualize 2050. TPB provided another comment opportunity throughout March, prior to the Board’s vote on the proposed regionally significant for air quality project list in May 2024. TPB staff presented the 2024 comments to the Board at its April 2024 meeting.²

This second phase of the Visualize 2050 comment period occurred between March 1 and March 30, 2024, in an open and not statistically significant format. The purpose of this comment period was solely to focus attention on projects that, due to their capacity-impacting nature, are regionally significant for air quality conformity and the TPB’s air quality conformity analysis process. This comment period and interagency review process is a tradition of the TPB and is not a federal requirement. Specifically, this phase of public engagement was focused on the air quality conformity (AQC) inputs to Visualize 2050, which is a subset of all the numerous transportation projects in the region and includes only projects of regional significance that may impact the AQC analysis. This follows requirements in the 1990 Clean Air Act Amendments. The project list is fiscally constrained in that projects can be implemented using revenue sources that are already committed, available, or reasonably expected to be available in the future regardless of their potential funding source.

² National Capital Region Transportation Planning Board (April 17, 2025). *Agenda Item 9B: Visualize 2050 March Comment Period Summary and Updates*. <https://www.mwcog.org/events/2024/4/17/transportation-planning-board/>

Process of March Comment Opportunity Development

The primary method of providing comments was through an interactive comment form enabled by the company Social Pinpoint, which owns MetroQuest. The screenshots of the MetroQuest form are shown below.

First, participants were welcomed to an introductory screen that provided an overview of the comment period and an explanation of what types of projects were and were not included in the form. The second screen informed participants about the TPB's air quality analysis scope of work. Here, participants had the opportunity to provide comments on the scope.

The focal points of the MetroQuest form were the proposed project inputs on screens three and four. The map on screen three presented the transit, capacity reduction, new/extended roadways, and high-occupancy vehicle (HOV)/high-occupancy toll (HOT)/express lane projects. The map on screen four presented roadway widening/grade separation, relocation/reconstruction, interchange/intersection/ramp improvement, and new/widened bridge projects.

To give attention to projects that are not already nearing the end of completion, only those projects with estimated completion dates of 2026 or later were included. The MetroQuest maps were navigable using a zoom-in function and each project was represented by a balloon point, with each project category having its own color. After selecting a project point, participants were asked if they supported the inclusion of the project in Visualize 2050. To learn more about the projects, participants were directed to [Visualize2050.org](https://visualize2050.org) where a project summary table was linked with detailed project information packets generated from the TPB's Project InfoTrak database. In Appendix A, the responses in favor or opposition to each project are attached, as well as all comments for each project. Repeated comments for the same projects were removed during the process of compiling comments.

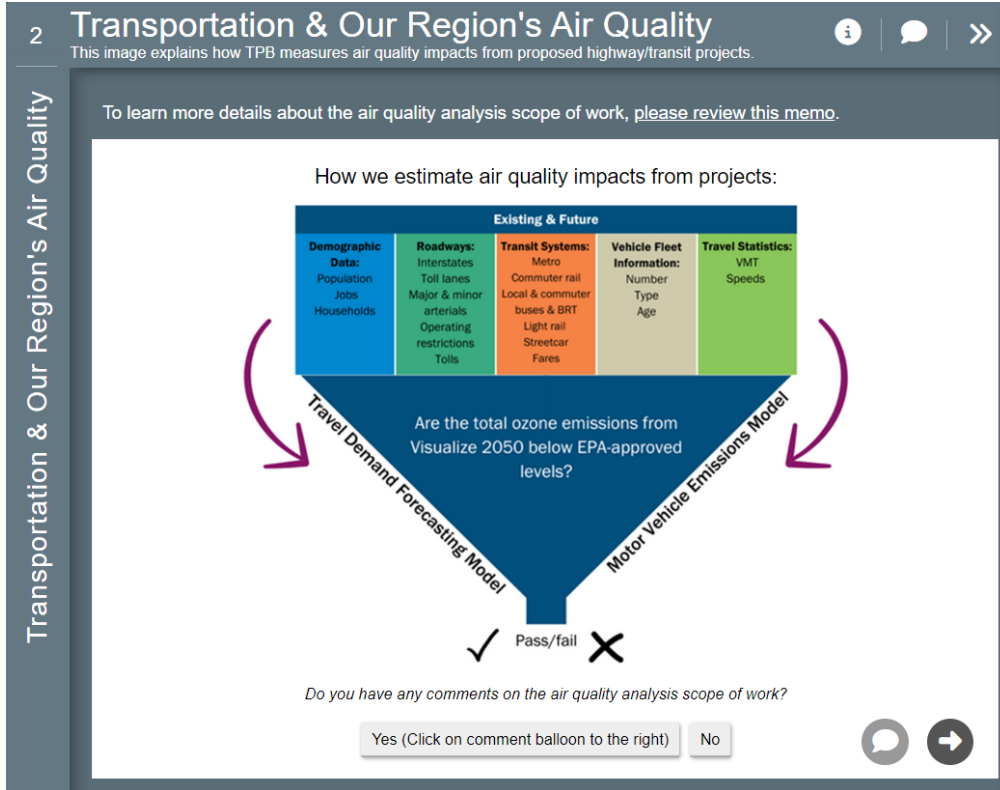
The fifth screen closed the form with optional demographic questions including home locality (city/county), age group, race and ethnicity, and household income bracket. Home localities available for selection included all twenty-two jurisdictions and counties in the region. Optional age ranges included under 18, 18 to 24, 25 to 34, 35 to 44, 45 to 54, 55 to 64, and 65 or older. Optional races and ethnicities included White (non-Hispanic), Black (non-Hispanic), Asian (non-Hispanic), Hispanic (Latino/a/x, Spanish origin), two or more races, and other. Optional household income ranges included less than \$25,000, \$25,000 to \$49,999, \$50,000 to \$74,999, \$75,000 to \$99,999, \$100,000 to \$149,999, \$150,000 to \$199,999, and \$200,000 or more. Lastly, participants could input their email to receive updates on Visualize 2050's development.

In addition to the MetroQuest form, project comments were also accepted through the TPB website comment form, phone call, email, letter, and in-person comments at the March TPB meeting.

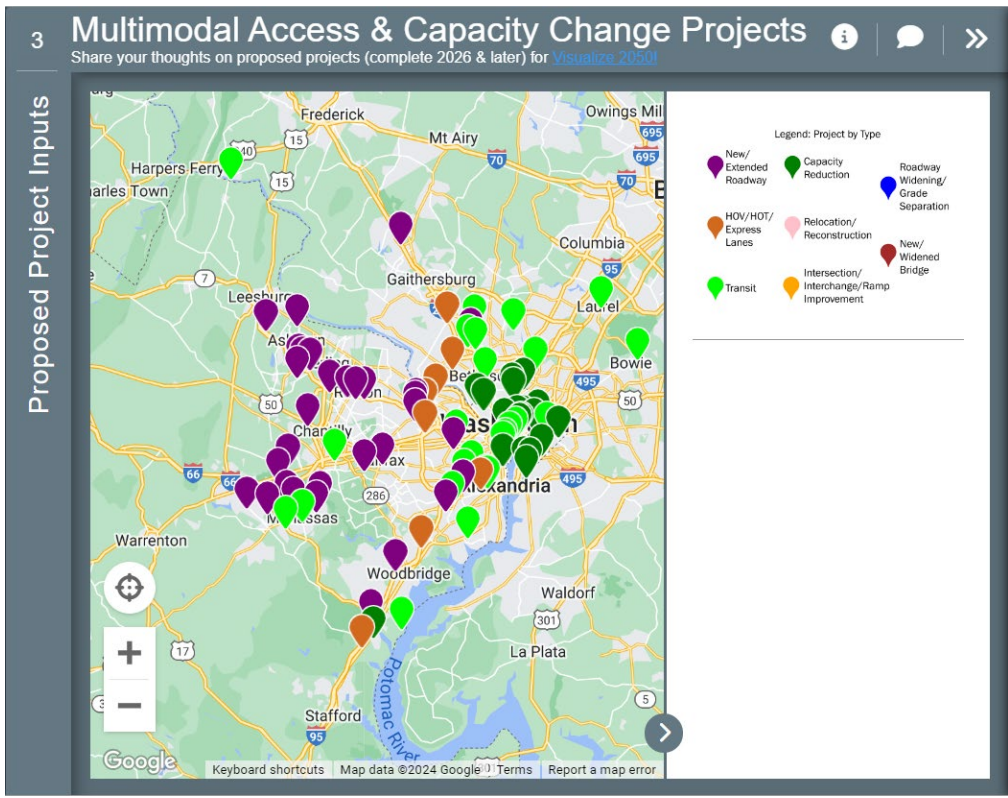
FIGURE 2.2: SCREENSHOTS OF THE METROQUEST COMMENT FORM



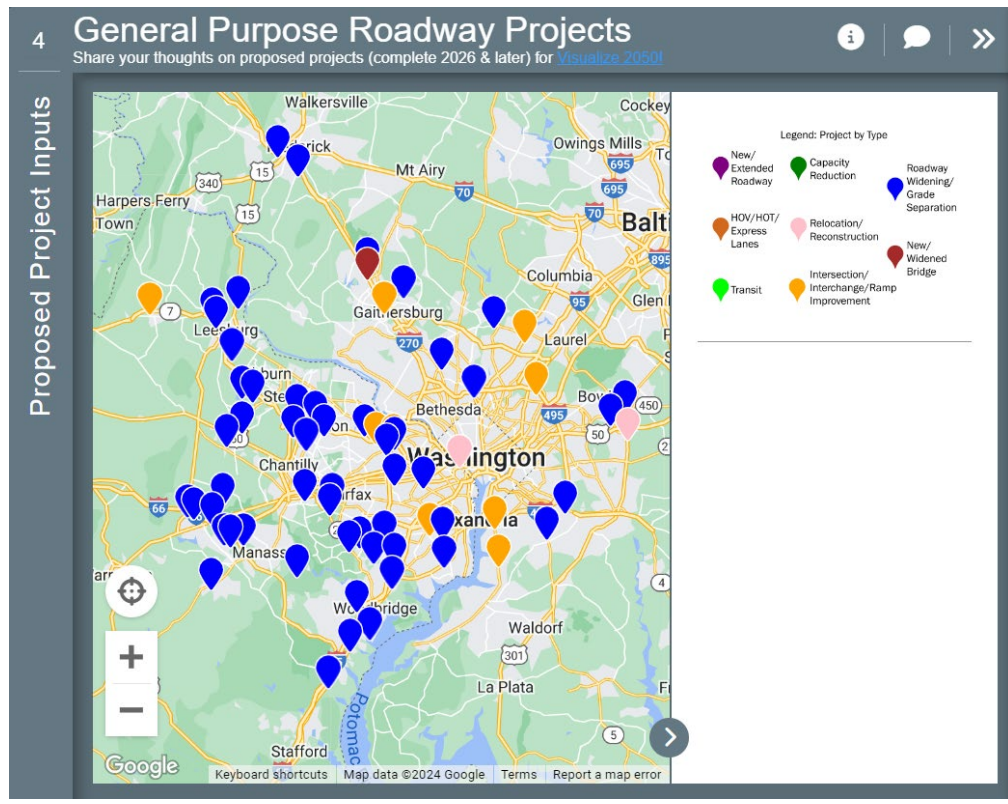
Screen 1: An introduction screen provided an overview of the March Visualize 2050 comment period.



Screen 2: A funnel graphic that summarizes the TPB's air quality scope of work was provided and asked participants if they had any comments on the scope.



Screen 3: An interactive map screen showed locations of multimodal access and capacity change projects that are significant for air quality conformity. Participants were asked if they supported the project's inclusion in Visualize 2050.



Screen 4: An interactive map screen showed locations of general-purpose roadway projects that are significant for air quality conformity. Participants were asked if they supported the project's inclusion in Visualize 2050.

5

Wrap Up

Tell us a bit about yourself. Please click finish when you are done.

Final Questions (Optional)

> What is your home locality?

> What is your age?

> What is your race/ethnicity?

> What is your household income?

> For updates on Visualize 2050, enter your email.
 0/100

Answer the questions you want to, then click Finish:

🏠 Finish

Thank You!

Thank you for sharing your feedback! The public comment period ends on March 30, 2024. Please share this comment opportunity with your communities and stay tuned for a summary of comments received at the April 17, 2024, TPB meeting.

i Project Partners

🔗 Learn more at [Visualize2050.org](https://visualize2050.org)

Click the comment bubble in the top right corner of this page to give any additional feedback. Please share this with others and help us get everyone involved!

Screen 5: The final screen asked for participants' demographic information and provided information on Visualize 2050 updates.

Promotion of the March 2024 Comment Period

The comment period was advertised through the following methods:

- Washington Post and Washington Hispanic newspaper ads were published on March 1. AFRO News ad was published on March 2. The Washington Hispanic ad was posted in Spanish.
- Project website: visualize2050.org – The comment form was available on the homepage of the Visualize 2050 website. In addition to the homepage, the form was mentioned on the following pages of the website: About Visualize 2050, Comment, Ambassador Kit, Plan Goals, and Plan Development.
- Facebook – Visualize 2050 updates were posted each week from the TPB's Facebook account. Both English and Spanish posts were shared with a call to action encouraging comments and linking to the Visualize 2050 website. TPB staff boosted Facebook posts through paid advertisements the weeks of March 10, March 17, and March 24.
- Specifically, the MetroQuest comment form was available in English and Spanish and paid Facebook advertising promoted both versions of the survey. To ensure that residents in Equity Emphasis Areas (EEAs) had exposure to the comment opportunity, targeted Facebook advertising was done to reach residents who live in EEA zip codes.
- X/Twitter – Posts were shared each week from the TPB Twitter account. COG, TPB members, and partner organizations also shared by reposting or quote posting. Both English and Spanish messages were posted using the Visualize 2050 logo or a specialized graphic with the visualize2050.org URL and #Visualize2050.
- LinkedIn – Posts were shared from the COG LinkedIn account using the Visualize 2050 logo.

The following TPB members and partner organizations posted or shared the comment period materials:

- Arlington County
- Arlington County Department of Environmental Services
- Bike Arlington
- DASH Bus (Alexandria)
- Fairfax County
- Fairfax County Transportation
- Fredericksburg Area MPO
- City of Greenbelt
- Greater Washington Board of Trade
- Northern Virginia Transportation Authority
- Virginia DOT - Northern Virginia
- Virginia Railway Express

A statistical sampling method was not applied for the MetroQuest comment form, and participation was open to any interested party. Therefore, the MetroQuest results cannot be considered statistically representative of the views of the region.

Results of the March 2024 Comment Period

In total, 893 individual comments were received, most of which came from the MetroQuest form. Table 2.3 below shows from what sources the comments were received. Some individuals took the time to provide comments through multiple methods.

TABLE 2.3: SOURCES OF PUBLIC COMMENTS RECEIVED

	MetroQuest Comment Form	TPB Website Comment Form	Phone	Email	Letter	March TPB In-Person Comments	Total
Number of respondents	823	0	0	48	16	6	893

Because the comments were received from four different sources, each with their own input variations, the comments from each source were reported separately. The results of the comments from MetroQuest were summarized into two general categories: comments on the air quality conformity (AQC) analysis process and comments on projects significant for air quality conformity. Key themes from the email and letter comments were summarized. The in-person comments were also captured in full as part of the meeting minutes.

Many people provided input in favor or against particular projects. An analysis of the project responses indicated that many participants were in favor or against a type of project regardless of where it was being proposed, for example, roadway projects that add capacity for automobiles.

Metroquest Form results – Air Quality Conformity (AQC) Analysis Process

This section details the responses received for the second screen of the MetroQuest comment form, which informed participants about the TPB’s AQC process. On this slide was a funnel graphic

which summarized the various existing and future data inputs for the AQC model. Participants were asked if they had any comments about the AQC process. Of the 823 individual participants, 110 answered “Yes” and left a comment, and 274 answered “No”; 416 people did not respond to this question.

To assist with analyzing the comments, Microsoft’s Copilot AI tool supplemented staff’s reading of the comments. From the 110 received comments, four general themes were identified:

- Suggestions to consider: Tire dust, vehicle miles traveled (VMT), CO2 emissions, greenhouse gas emissions, vehicle weight, traffic jams, traffic light sequencing, the positive effects transit and active transportation can have on air quality, and the effects of induced automobile demand on air quality.
- Request for: Additional insight on the method of the TPB’s AQC process.
- Skepticism about: The positive impact that HOV/HOT lanes will have on the region’s air quality.
- Requests to: Conduct various alternative scenario analyses that consider other project lists, along with alternative supportive land uses.

Metroquest Form Results – Project Comments

Comments relating to projects were received from screens three and four of the MetroQuest form. On these screens, participants were asked if they supported a project’s inclusion into Visualize 2050. The following table (Figure 2) summarizes the feedback from the open comment opportunity. This is not statistically representative of the region. This shows general sentiments are most closely related to the project type rather than the application of the project type at a particular location. Based on the feedback, the participants of the March comment period overwhelmingly support capacity reduction and transit project types. There was a lack of support for HOV/HOT/Express Lane, New/Extended Roadways, and Roadway Widening/Grade Separation projects.

In addition to feedback on the projects’ inclusion into Visualize 2050, 1,937 project-specific, open-response comments were received. Because of the large number of comments, coupled with the complexity of each project’s unique features, the open-response comments were not summarized. However, these comments were organized by state and project type and were available to the TPB board, member agency staff, and public to review. A summary of comments is in Appendix A.

TABLE 2.4: GENERAL SENTIMENTS OF PROJECT TYPES

Project Type by MetroQuest Project Category	Number of Projects “Favor”	Number of Projects “Not in Favor”	Total Projects in Category	% of Projects Favored
Capacity Reduction	19	0	19	100%
HOV/HOT/Express Lanes	0	9	9	0%
Intersection/Interchange/Ramp Improvements	2	6	8	25%
New/Widened Bridge	0	1	1	0%

New/Extended Roadway	0	31	31	0%
Reconstruction	1	1	2	50%
Roadway Widening/Grade Separation	2	57	59	3%
Transit	25	0	25	100%
Total	49	105	154	32%

Metroquest Form Results – General Comments

Throughout the MetroQuest comment form, participants had the ability to provide open-response comments on screens two to five by clicking the comment bubble on the top right of the screen. When participants chose to leave a comment with this method, it was considered a general comment. In total, 148 general comments were received. With the help of Microsoft’s Copilot AI tool, several themes were identified:

- Support for: increased transit, cyclist, and pedestrian facilities. Concerns that few such projects were in the plan.
- Air Quality and health: The plan does not adequately consider local public health impacts such as emissions from roadway operations or localized hot-spot emissions.
- Climate change: The plan does not adequately reflect the greenhouse gas reductions called for in TPB’s policies.
- Induced demand: Road expansion often leads to more vehicles and traffic, not less. Investments should favor multimodal transit options over road widening.
- Pedestrian safety: More pedestrian infrastructure is needed, especially in high-incident areas near schools and residential zones. The use of right-turn-on-red signs should be minimized.
- Road widening projects: These were generally viewed negatively, referencing a possible increase in congestion and emissions.
- Express toll lane projects: Many people expressed opposition to these projects citing concerns that they do not reduce congestion and potentially create new bottlenecks where they end; concerns about environmental harm and equity due to policies around use.
- Transit investments: Questions are raised about the lack of transit investments in the face of numerous road widening projects.
- Several people offered additional or preferred solutions such as:
 - Implement tolls on all highway lanes without expanding them.
 - Increase the use of speed and red-light cameras, including point-to-point average speed cameras.
 - 3 Eliminate all road-widening projects from the plan; divert to transit.

EMAIL COMMENTS

A total of 48 emails were received by the end of the March comment period. TPB staff read through all emails to identify key themes. Forty-four of the emails were in form letter variations that urged the TPB to approve Virginia’s proposed project inputs for Visualize 2050. One email

opposed highway expansions and requested more transit, bicycle, and pedestrian projects due to concern about greenhouse gas emissions. One email expressed appreciation for the removal of the Mid-County Highway Extended project in Maryland. One email expressed support for studies and projects on Northern Virginia interstates. One email expressed opposition to all toll lanes, including those on I-270, I-495, and the Southside Express Lanes.

LETTER COMMENTS

A total of 16 comments were received in the form of letters. Two came from Virginia House delegates in support of Virginia's projects, ten were from coalitions and groups, including: the League of Women Voters (MD chapter); Maryland Advocates for Sustainable Transportation; Citizens Against Beltway Expansion; Don't Widen 270; the Coalition for Smarter Growth; the Northern Virginia Transportation Coalition; South Tuckerman-Inverness Citizens Association; Seneca Creek Watershed Partners; the Greater Washington Partnership, and the Sierra Club (MD chapter). Key themes were identified by TPB staff reading through the letters. General themes from the letter comments included the following:

- Overall support of increased road capacity projects in MD and VA.
- The Air Quality Conformity Analysis doesn't comply with the Board's resolutions regarding Greenhouse Gas reductions.
- There are too many capacity-increasing road projects and not enough transit/non-motorized projects.
- Concerns regarding equity in the planning process, and possible health effects of projects.
- Environmental impacts of road projects.
- Support of multimodalism.

IN-PERSON COMMENTS

A total of six people shared comments in person at the TPB's March meeting. The automated transcripts were shared with the TPB and the public and can be found in Appendix A.

Response to Comments

In response to comments, TPB staff developed a Frequently Asked Questions (FAQ) handout, found in Appendix A. This handout served to provide answers to questions and comments that appeared multiple times in the collected March comments. Additionally, agencies were given the opportunity to provide responses to comments. The Virginia Department of Transportation, Fairfax County, Loudoun County, and Prince William County provided responses in letter formats that can be found in Appendix A.

2025 PUBLIC COMMENT PERIOD

The third and final public comment period occurred between October 23 and November 21, 2025. The purpose of this comment period was to gather feedback on the draft Visualize 2050 National Capital Region Transportation Plan, the fiscal year 2026-2029 Transportation Improvement Program (TIP), and the Air Quality Conformity (AQC) Analysis Report. This comment period provided the opportunity to provide input on the three documents before their approval at the December 17, 2025 TPB meeting.

In addition to all the traditional means of commenting available for every TPB meeting, including: the tpbcomment@mwkog.org email, phone voicemail, in-person speaker requests, and letters, community members were also able to comment through an online form that was specific to Visualize 2050, and was accessible through a link shared on both the Metropolitan Washington Council of Governments (COG) website and the Visualize2050.org website. The Visualize 2050

comment form was available at <https://www.mwcog.org/visualize2050form/> and included the opportunity to comment on the plan, the TIP, and the Air Quality Conformity Report. The individual comments may be found in the [final memorandum](#) (Item 8: Memo 1) on the December 17, 2025 TPB meeting page.³ A summary of the comments received are provided in Appendix A.

Promotion of the 2025 Comment Period

The comment period has been promoted through the following methods:

- Washington Post newspaper ads were published on October 23 and November 6, 2025. A Washington Hispanic newspaper ad was published in Spanish on October 17, and an AFRO News ad was published on October 24.
- The project website, visualize2050.org, was updated on October 22 to include the following documents: Draft Visualize 2050 National Capital Region Transportation Plan Executive Summary, draft Visualize 2050 plan full document, draft FY 2026-2029 Transportation Improvement Program (TIP), and Air Quality Conformity Analysis Report of Visualize 2050 and the TIP. A map and supplemental resource gallery are provided on the Plan Resources page.
- Links to a Visualize 2050 comment form and instructions on how the public can comment by form, email, phone, or letter were added to the website. A link to the comment form was available on each webpage through a sitewide banner.
- The following public outreach resources were added to the visualize2050.org Get Involved page: Ambassador Toolkit, flyer, Visualize 2050 video, and social media graphics. The social media graphics or video were used in TPB social account posts with hashtag #Visualize2050.
 - Social media: Visualize 2050 updates have been posted daily from one or more of the TPB accounts: Bluesky, Facebook, Instagram, and X/Twitter. TPB staff boosted two Facebook posts—one on the comment period with a link to the Visualize 2050 website and the second with a focus on the Visualize 2050 map resources to coincide with GIS week. The boosted posts were targeted to Facebook users within a 30-mile radius of the District of Columbia. The general comment period boosted ad resulted in 305 landing page views, 373 engagements, and 364 link clicks. The map-focused boosted ad resulted in 534 landing page views, 7,188 engagements, and 658 link clicks.
- The Transportation Planning Board, State Technical Working Group, all TPB subcommittees, and the TPB Access for All and Community Advisory Committees received email notice of the comment period and were asked to share news about Visualize 2050. COG committees receiving email notifications include the COG Board of Directors, Housing Directors Advisory Committee, and Planning Directors Technical Advisory Committee.
- News about the comment period was shared in mid-October through the COG Connections, TPB News, and Commuter Connections newsletters, with a total delivery reach of over 26,000 subscribers.

Visualize 2050 Website Traffic Analysis Overview

TPB staff received a Google Analytics overview of visualize2050.org from the website host at the end of the fall 2025 comment period. The following highlights were noted for the October 1 -

³ National Capital Region Transportation Planning Board (December 17, 2025). *Agenda Item 8: Memo 1 V2050 Public Comments Summary*. <https://www.mwcog.org/events/2025/12/17/transportation-planning-board/>

November 24, 2025, period which includes the October 23 - November 21 comment period time frame.

- The Visualize 2050 website received 15,951 views during the fall campaign.
- The Plan Resources page saw more than double the page’s lifetime views in the campaign window compared to everything before it (1,414 views vs. 583 views).
- The Plan page nearly doubled its total view count over the campaign (1,129 views vs. 684 views).
- Engagement metrics suggest that visitors who reached the core plan documents were reading or scanning them meaningfully based on the average session duration and engagement rates (57 percent engagement rate for Plan Resources page; 79 percent engagement rate for The Plan page).
- The greatest number of users were from Virginia (2,734 users/3,529 sessions), the District of Columbia (549 users/1,936 sessions), and Maryland (1,043 users/1,537 sessions).
- Traffic was heavily desktop-oriented (approx. 87 percent of sessions).
- Sixty-two percent (62 percent) of sessions were direct, which often includes links in emails and documents, bookmarked or manually typed URLs, and some app-to-browser referrals (link sharing).
- The top sources of website engagement reflect the Visualize2050.org URL being shared across many channels, email blasts, partner websites providing the URL (e.g., COG, OmniRide), media coverage, and social media posts and shares.

TPB Member and Partner Agency Engagement

The following TPB members, partners, and media outlets posted, liked, or shared comment period materials on social media based on TPB posts or released news stories during the October 23- November 21 time frame.

- City of Alexandria
- City of Frederick
- Fairfax County Times
- Frederick News-Post
- City of Gaithersburg
- Fairfax County Board of Supervisors members
- Fairfax County Office of Environmental and Energy Coordination
- Manassas City Council members
- Metropolitan Washington Council of Governments (COG)
- Montgomery County Department of Transportation
- Northern Virginia Transportation Commission
- Northern Virginia Transportation Authority
- Potomac and Rappahannock Transportation Commission
- TPB Community Advisory Committee members
- Virginia Railway Express

- Virginia Department of Transportation – NoVA District Office
- WJLA – ABC 7

Results of the 2025 Comment Period

A total of 232 comments were received during the final comment period. The five comment platform options and the number of comments received by each platform are summarized below in Table 2.5. Emailing was the most popular platform for commenting, followed by the online form.

TABLE 2.5: PLATFORMS FOR COMMENTS AND NUMBER OF COMMENTS RECEIVED

Platforms for Commenting	Number of Comments Received by Platform
Speaking at the November 2025 TPB Meeting	1
Sending an email to tpbcomment@mwkog.org	193
Writing to the TPB Chair	0
Using the online form at mwkog.org/visualize2050 and Visualize2050.org	38
Calling the TPB Public Comment Line at (202) 962-3774 and leaving a 3-minute voice mail	0

Comment Themes/Topics and Project Specific Comments

The comments were then compiled and analyzed by TPB staff and a consultant. The comments naturally fell into one of three categories: Visualize 2050 and the FY 2026-2029 TIP, Air Quality Conformity determination, and specific projects.

VISUALIZE 2050 AND THE FY 2026-2029 TIP COMMENTS

To analyze the content of the comments, TPB staff worked with the consultant to categorize the comments into different themes and topics. Following the analysis, it was found that most of the comments on Visualize 2050 and the FY 2026-2029 TIP aligned with the following categories:

- Requests for more ambitious plan
- Rail/bus/bicycle/pedestrian expansion
- Roadways widenings
- Public health and safety
- Climate change
- Technical comments

Rail/Bus/Bicycle/Pedestrian Expansion

Commenters urged the TPB to reallocate funding for highway expansion and toll lane projects in favor of reliable, multi-modal, and multi-jurisdictional transit that provides opportunities for

economic growth. This includes expanding the Tourism section in the plan beyond DC to include Virginia and Maryland (e.g., VRE, MARC). Ideas for public transportation improvements supported by commenters included expanding schedules, investing in track improvements and travel times, offering express services, and coordinating local jurisdictions to improve overall experience and quality. This included making a commitment to open data in the “Emerging Technologies” section so that it is easier for people to plan and purchase trips. Commenters requested that the TPB be more ambitious with VPRA and MTA/MARC track expansions. Commenters also supported the development of a highspeed rail system and the proposed bike and pedestrian projects detailed in the plan.

Requests for More Ambitious Plan

Commenters generally supported the current draft of Visualize 2050 and the FY 2026-2029 TIP but urged the TPB to set more ambitious transportation goals. Commenters noted that a 2 to 3-percent reduction in car trips, 3 percent reduction in “drive alone” trips, and \$30 billion allocated to roadway expansion projects go against the plan’s vision statement.

With the current draft of the plan, commenters stated that it is unclear if any chronic transportation bottlenecks will ever be resolved and urged the TPB to be creative and plan for a world where citizens are not required to own and maintain a car for reliable transportation. It was often mentioned that roadway expansions do not solve traffic issues, and that the plan should account for the impacts associated with induced demand (i.e., widening highways leads to more driving and traffic over time). Comments communicated that residents are not benefiting from the proposed changes.

The comments also emphasized that the plan needs better ideas and specific details on the potential expansion of, and investments in, railways, metro, regional bus services, safe bikeways, and pedestrian walkways. This includes making public transit competitive in terms of cost and time, linking congestion relief to economic development (e.g., improved multi-modal options and targeted congestion relief improves quality of life and allows employers to attract and retain talent), expanding high-capacity transit service to outer jurisdictions, and investing in equitable access to high-capacity transit. Commenters encouraged the TPB to work in coordination with adjacent regions.

Roadway Widenings

Commenters applauded the TPB for voting to exclude the I-495 Southside Express Lanes project from the plan. Over 160 commenters (including those submitted as part of a letter writing campaign) encouraged the TPB to remove any roadway and highway widening or extension projects from this plan (most notably the Moore-Hogan toll lanes). Comments often mentioned that roadway widening and toll lane expansions only increase the number of vehicles on the road, which in turn increases air pollution, makes communities car-dependent, and only benefits those that can afford to pay the tolls.

Commenters also rejected public-private partnerships for toll roads. Commenters stated that using a for-profit partner is a short-sited, bad deal for governments and taxpayers that will lead to jeopardized road safety. Commenters urged the TPB to reallocate the funding from highway expansion projects, as there were concerns that doing so will lead to more congestion and bottlenecks. Instead, commenters emphasized the need for more investment into multi-modal transportation solutions. Only three commenters supported prioritizing vehicle traffic efficiency over other modes.

Public Health and Safety

Commenters encouraged the TPB to ensure that “safety outcomes carry equal weight to congestion reduction in project selection and funding, as a transportation system that is not safe

for all users cannot be considered successful.” Commenters requested that counties enforce laws on cellphone usage while driving and walking, discuss the quality of public transit in regard to homeless persons living in metro stations, and strive for complete streets everywhere. One commenter stated that the plan falls short on incorporating public health throughout all the sections of the plan.

Climate Change

Commenters stressed that Visualize 2050 must strive for more progress on climate change. Coalition for Smarter Growth stated that *“if the current US DOT guidelines suggest TPB can’t do [greenhouse gas] reduction work for transportation and provide accountability, then the work should be moved to [the Council of Governments (COG)].”* Multiple commenters stated that the plan would make it impossible for the region to meet the COG greenhouse gas reduction targets and does nothing to address the impending climate emergency.

Commenters stated that the proposed highway expansions will only increase the vehicles on the road, leading to more vehicular pollution, which is already the leading source of carbon pollution in the region. While emissions and vehicle travel miles will slightly decrease under this plan, commenters requested that the TPB be more aggressive. Commenters encourage the TPB to embrace their 2030 climate-friendly targets of reducing vehicle carbon emissions by 20 percent and trucks by 50 percent. Commenters also noted that more paved surfaces will only lead to more flooding problems.

Technical Comments

Some commenters provided specific comments on the plan process, framework, and content. This included comments on using maps to show how targets are met in the plan and references to specific tables and figures.

AIR QUALITY CONFORMITY DETERMINATION

Only two comments focused on the Air Quality Conformity determination document. The Metropolitan Washington Air Quality Committee (MWAQC) urged TPB and its members to give particular focus to projects that would reduce air pollution emissions from the transportation sector so that future emissions from that sector remain below the MVEBs without safety margins to fully protect the health of residents. MWAQC also urged the TPB’s continued investment in vehicle miles traveled (VMT) and emission reduction strategies such as public transit, ridesharing, pedestrian and bike infrastructure, other travel demand management strategies, and Transportation Emission Reduction Measures (TERMS) to reduce future growth in vehicle emissions.

In addition to MWAQC, the Southern Environmental Law Center stated that the AQC analysis shows that the additional lane miles included in the TIP and Long-Range Plan fails to put the region on track to meet the COG commitments to reduce greenhouse gas emissions by 50 percent from 2005 levels by 2030 and 80 percent by 2050.

SPECIFIC PROJECTS

Commenters provided a variety of project-specific feedback, including requests to ease traffic congestion at known bottlenecks through public transportation investments, opposition to highway expansion projects, and support for safe bike routes, pedestrian walkways, and bridges. Some examples of the areas and projects included, but are not limited to:

- Prince William County (I-95, Exit 160; Route 1; Prince William Parkway; I-66; Rt. 28)
- Pedestrian improvements along New Braddock Road and Braddock Road
- Expansions for MD 355, Georgia Avenue, US 50, Dulles Airport Access Road

- Crystal City DCA Bridge
- New BRT Expansions
- MARC Services, Purple Line
- Orange Line Extension to Fair Oaks
- New Rail Bridge over the Occoquan River
- Bus service in Chevy Chase DC, Barnaby Woods, and Hawthorne

Response to Comments

To address comments regarding the content of Visualize 2050 and FY 2026-2029 TIP, TPB staff worked directly with technical staff throughout the TPB member jurisdictions and agencies to correct or clarify information. Additionally, TPB staff provided a general observational response for each of the six comment categories identified for Visualize 2050 and TIP comments, as well as to the AQC determination comments.

All comments were compiled and given to TPB members and their technical agencies that are responsible for project implementation.

VISUALIZE 2050 COMMENT PERIODS AND ALIGNMENT WITH THE TPB PARTICIPATION PLAN

The TPB has set certain goals for its public comment and engagement activities. The following tables summarize how these goals were met during the 2023, 2024, and 2025 public comment periods.

TABLE 2.6: PUBLIC COMMENT & THE POLICY GOALS

Policy Goals	
Engage different audiences effectively using a variety of tools	All three comment periods sought feedback via email, online form, voicemail, letters, and in-person comments. The 2023 comment period made use of Survey Monkey, an online tool that allowed participants to comment on specific projects. The 2024 comment period made use of MetroQuest, an interactive, map-based tool. The MetroQuest form was also available in Spanish. The 2025 comment period made use of the visualize2050.org website, the TPB’s four social media channels, a new Visualize 2050 video, and boosted Facebook posts to reach audiences within a 30-mile radius of Washington, DC.
Provide clear and open access to information and participation opportunities	The TPB public comment periods are always open to the public. Regional newspapers including the Washington Post, the Washington Hispanic, and AFRO News, posted announcements of the comment periods. The TPB also got the word out via email to subscribers of TPB and COG email lists, TPB News and COG e-newsletters, social media, websites (mwcog.org, visualize2045.org, and visualize2050.org), and through TPB and committee meetings.

Gather input from diverse perspectives	Comments received during the public comment periods reflected a variety of perspectives from people who live in the National Capital Region. Some people’s comments were motivated by project types and others by specific topics such as reducing the climate change impacts of the region’s transportation system.
Give consideration to input received and respond meaningfully	All comment periods were scheduled so that there was sufficient time for TPB staff to summarize comments and when possible, provide a response from member agencies and jurisdictions.
Promote a regional perspective	Comments for all comment periods were received from across the National Capital Region, reflecting that the activity promotes a regional perspective.

TABLE 2.7: PUBLIC COMMENT & THE PRINCIPLES FOR ENGAGEMENT

Principles for Engagement	
Equity perspective	During the 2024 comment period, social media promotions of the comment form were targeted to EEA zip codes.
Plain language	To make all three comment periods accessible to everyone, outreach methods for all comment periods used graphics and language that clearly communicated the purpose of the opportunity and how to give feedback.
Early and continuing participation	The comment periods were scheduled at specific timeframes to ensure feedback was able to be incorporated during the development of Visualize 2050. Alongside the targeted comment periods, the TPB continues to share information through meetings, media, and websites.
Timely response	When comments are submitted by email, an automated email thanks the individual for their comment. Following the closing of the targeted comment periods, the TPB promptly summarized the feedback and compiled the summaries in memorandums, to which all detailed comments and letters were attached. For voice messages received via phone during the March 2024 comment period, staff returned the phone call within a couple days.
Clarity of purpose	For each comment period, the TPB communicated the general purpose of the comment period through the comment period promotions, committee meetings, and TPB meetings.

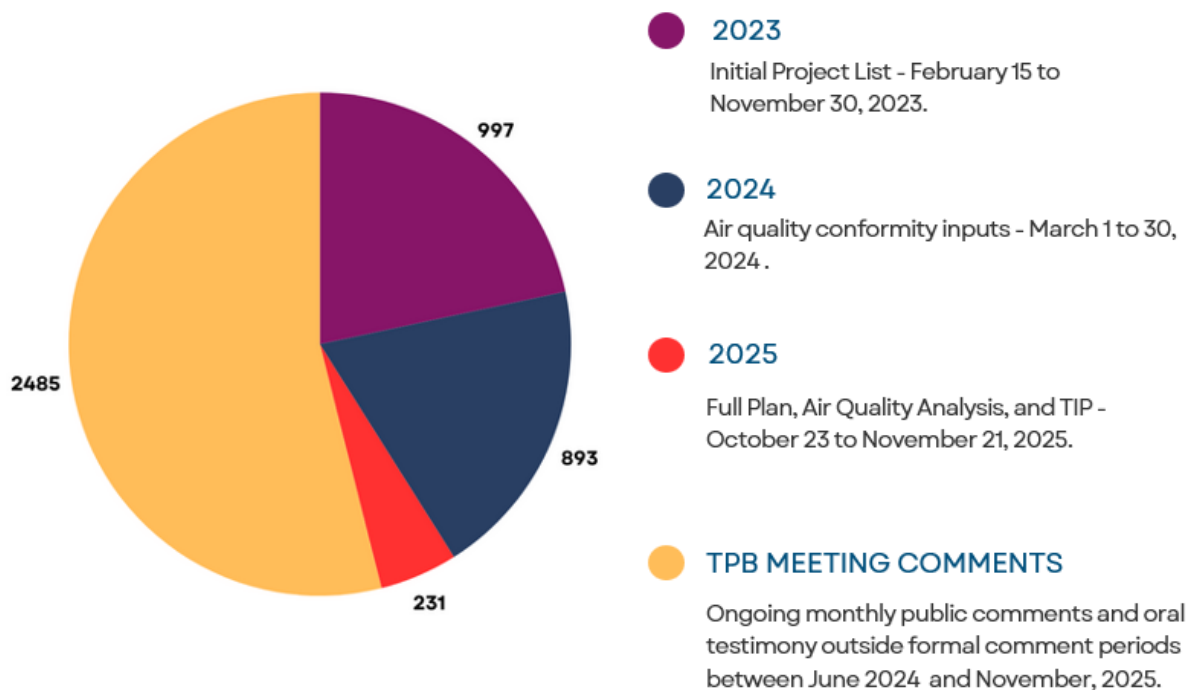
TABLE 2.8: PUBLIC COMMENT & CONSTITUENCIES FOR ENGAGEMENT

Constituencies for Engagement	
The general public	The general public was the primary audience for participation in all three comment periods.

Active participants	Findings and analysis for all three comment periods were shared with people who are active in the TPB process, including presentations at the TPB Technical Committee, TPB Access for All Advisory Committee, and the TPB Community Advisory Committee. Additionally, all findings were included in materials with the board for the TPB meetings.
Community leaders	In addition to the ways that the findings were shared with active participants, a primary way that the public comment opportunities were meant to reach community leaders was via TPB News, COG e-newsletters, and social media. Additionally, some community leaders partook in the comment opportunities.

Finally, the results of implementing the TPB’s Participation Plan during Visualize 2050 via the three comment periods as well as the monthly TPB meetings can be seen in the results shown in Figure 2.3.

FIGURE 2.3: SUMMARY OF NUMBER OF COMMENTS RECEIVED



ONGOING COMMUNICATION

The [Visualize 2050](#) website provides a one-stop shop for all plan documentation and features inviting visualizations, infographics, and data resources to explain the plan. The TPB News features quick summaries of regional planning activities. Live streams of TPB meetings can be found on the web and recordings are available to all. When the TPB conducts meetings in person, anyone from the public is welcome to attend and publicly address the board at the start of every meeting.

APPENDIX A: VISUALIZE 2050 COMMENTS SUMMARY