

ITEM 9 – Information
April 17, 2024

National Capital Region Transportation Plan:
Visualize 2050 Development

- Background:** Item 9A: Overview of Maryland Express Lane Projects proposed for Visualize 2050
- The board will receive a briefing on the Maryland express lane projects and the differences from Visualize 2045. Staff provided the board a Frequently Asked Question (FAQ) handout on this item.

Item 9B: Briefing on Comments Received on the Draft Project Inputs and Scope of Work for the Air Quality Conformity Analysis of Visualize 2050 And the FY 2026-2029 Transportation Improvement Program

- The board will receive a summary and all the comments in response to the technical inputs submitted for inclusion in the Visualize 2050 Air Quality Conformity (AQC) process. The 30-day comment period took place between March 1 and March 30, 2024. The board will also review an updated Air Quality Conformity Inputs Table and Scope of Work based on the agency feedback received and the related Project Summary Table with project information packets

ATTACHMENTS

Item 9A – March 29, 2024 Clarification on the Maryland Express Lanes Projects Visualize 2050 FAQ

Item 9B – Visualize 2050 March Comment Period Summary and Updates Memo



MEMORANDUM

TO: TPB Board
FROM: Cristina Finch, Principal Transportation Planner
SUBJECT: Visualize 2050 March Comment Period Summary and Updates
DATE: April 17, 2024

PURPOSE

The purpose of this memorandum is to provide updated information on the technical inputs to be included in the regional air quality conformity analysis of the next National Capital Region Transportation Plan, Visualize 2050, and the FY2026-2029 Transportation Improvement Program (TIP). Following the 2023 public input period, transportation agencies reviewed and resubmitted their projects for consideration in Visualize 2050. Staff shared the comments received in 2023 with the Board in December which follows separate comment opportunities often held during project development processes at the local and state levels. TPB provided another comment opportunity in March prior to the Board's vote in May 2024.

This memorandum includes the results from an open format, not statistically significant public comment opportunity in March 2024 with the purpose of allowing the Board to consider comments as part of the regional transportation decision-making process. The TPB's regional process generally follows previous public input opportunities conducted as part of local and state planning processes.

This memorandum includes the following attachments:

These two documents reflect agency corrections/clarifications received since the initial publishing on March 1 and are available for review. The Board will be asked to approve in May:

- **Air Quality Conformity Network Input Tables** reflect every regionally significant for air quality project that will be analyzed. The table identifies changes in blue highlight (i.e. deletions) and yellow highlight (e.g. additions, updates) to the 600+ project conformity records submitted by member agencies since the adoption of the 2022 update to the Visualize 2045 plan. *This list does not include ongoing or candidate projects that are not regionally significant for air quality.*
- **Air Quality Conformity Analysis Scope of Work** which provides additional technical information to be used and outlines the work tasks to be performed in the analysis.

Additional materials, which reflect agency corrections/clarifications received since the initial publishing on March 1, to help educate and provide context include:

- Project summary table which includes links to detailed information packets for each project to be completed in 2026 or later. Project titles have been colored **green** (exempt), **orange** (non-exempt), or not colored if it is a new project not previously in Visualize 2045. Color-

coding of projects is intended to help members understand the original status of projects being exempt or non-exempt from the zero-based budgeting (ZBB) re-examination requirement. Exempt projects were expected to continue in Visualize 2050 due to the project already being programmed and well-underway.

Also attached in response to public questions/comments:

- TPB staff developed an FAQ handout, Response to Questions received during the Visualize 2050 March 2024 Comment Opportunity
- Agency responses which supplement the state's letters (available on <http://www.visualize2050.org>) responding to the summary of comments shared at the TPB December 2023 meeting.

Please note, between March 1 and March 30, 2024, the TPB held a public and agency open comment period centered on projects that have been proposed for various reasons and 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 or statistically significant. Specifically, this comment period was focused on the air quality conformity (AQC) inputs to Visualize 2050, which is a subclass of all the numerous transportation projects in the region and includes only projects of regional significance that may impact the air quality conformity analysis which 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.

UPDATES TO THE AIR QUALITY CONFORMITY ANALYSIS CONFORMITY TABLE AND SCOPE OF WORK

During the March comment period and subsequent interagency coordination, TPB received feedback on the Air Quality Conformity Inputs Table from agency staff that prompted the following edits:

1. Potomac Shores VRE station construction (row 52) – was listed with completion date 2024, should be 2030
2. I-270Y Eastern Spur from MD 187 to the main I-270 (row 188)– was listed as study/not coded, should be converted from 4+2 HOV to 4+2 HOT with a completion date of 2040
3. I-495 Toll Lanes from the Virginia State Line to the I-270 Western Spur (row 204) – completion date was listed as 2030, should be 2035
4. I-495 Toll Lanes from the I-270 Western Spur to MD 187 (row 205) – was listed as construct/widen, should be study/not coded
5. MD 301 from Harry Nice Bridge to I-595/US 50 (row 227) – was listed as reconstruct from Mt. Oak Road to I-595/US 50, should be removed
6. Dulles Toll Road Cleveland ramp (row 399) – was listed as widening, should be study/not coded
7. VA 7 widening from Reston Ave. to Jarrett Valley Drive (row 416) – was listed as 2023/completed, should be 2024/completed

8. VA 123 widening from Fairfax County Parkway to Braddock Road (rows 447 & 448)- was listed as removed, should be retained
9. Euclid Ave. construction from current terminus to Centreville Road (row 470) – was listed as construct, should be study/not coded
10. Georgia Avenue (MD 977) Widening: MD 390 to MD 192/Forest Glen road (row 230) – was listed as reconstruct, should be widen
11. From limit on I-95 Bi-Directional Toll Lanes was listed as Turkeycock Run, should be I-95/Springfield Interchange and update title to I-95 New Bi-Directional Operation Express Toll Lanes with Widening: I-95/Springfield Interchange to Opitz Boulevard
12. I-495 Southside Express Lanes (row 373) – added Southside in Facility Name, From field should have “East of” before Springfield Interchange and To field should be West of I-295 to align with #lanes; between I-295 and East of MD 210 should be +1 express in each direction (row 373a), instead of 2+ express in each direction
13. I-95 Express Lanes Truck Access (row 375) – from limit was I-95/Springfield Interchange, should be Turkeycock Run and update title to I-95 Express Lanes Truck Access: Turkeycock Run to I-95/Route 17 Interchange
14. VA 234 Sudley Road (row 453) – completion date was listed as 2021, should be 2025
15. Randolph Rd BRT (Transit, Row 23) – was listed as Implement, should be study/not coded
16. North Bethesda Transitway BRT (Transit, Row 24) – was listed as Implement, should be study/not coded. Project ID changed from CE3663 to T3663
17. New Hampshire Avenue New BRT Expansion from Colesville Park and Ride to Fort Totten Metro Station (Transit, Row 27) – was listed as Implement, should be study/not coded
18. Some PIT Project IDs and CON IDs for conformity records have been updated

Within that attachment, the **pink** highlighted cells show these updated changes since the public comment period version. **Yellow** indicates new information and **blue/strikethrough** indicates removals compared to the Visualize 2045 plan.

Additionally, in response to comments, in the Scope of Work, staff removed the comment regarding no Metrorail “capacity constraint” (removed with March 2018 passage of annual funding for WMATA agreement) because it is no longer new information. Also, the tables for the COG-approved Cooperative Forecasts Round 10 data referenced in the Scope of Work have been appended. The information outlined in the Scope of Work will be used in the travel demand forecasting model and motor vehicle emissions model to determine if the total on-road mobile source ozone emissions will be within EPA-approved levels.

UPDATES TO THE PROJECT SUMMARY TABLE AND PROJECT PACKETS

During March comment period, TPB received feedback on the project information and made updates including but not limited to:

- **Name Changes:**
 - I-270 Express Toll Lanes Widening: I-270 Spur to I-370 CHANGED TO I-270 Express Toll Lanes Widening: MD 187 to I-370

- I-495/I-270Y (West Spur) Express Toll Lanes Widening: I-270 to George Washington Memorial Parkway CHANGED TO I-495/I-270Y (West Spur) Express Toll Lanes Widening: American Legion Bridge (including the bridge) to I-270
 - I-95 New Bi-Directional Operation Express Toll Lanes with Widening: Turkeycock Run to Optiz Boulevard CHANGED TO I-95 New Bi-Directional Operation Express Toll Lanes with Widening: I-95/Springfield Interchange to Optiz Boulevard
 - I-95 Express Lanes Truck Access: I-95 Springfield Interchange to I-95/Route 17 Interchange CHANGED TO I-95 Express Lanes Truck Access: Turkeycock Run to I-95/Route 17 Interchange
- **Projects Added to Summary Table and Packets:**
 - Braddock Road (VA 620) Widening: Gum Springs Road to Fairfax County Line
 - Catharpin Road (VA 676) Widening: Heathcote Boulevard to John Marshall Highway
 - Dulles West Boulevard Extension: Arcola Boulevard to Northstar Drive
 - I-495 Auxiliary Lanes: north of Hemming Avenue underpass to Georgetown Pike (VA 193)
 - Liberia Avenue Widening: VA 28 to Richmond Avenue
 - Ox Road (VA 123) Widening: US 1 to the Occoquan River
 - Solomons Island Road (MD 2/4) Widening: north of Stoakley Road/Hospital Road to south of MD 765A just south of Parkers Creek
 - US 1 Metroway Enhancements: Glebe Road to Evans Lane
- **Projects Removed from Summary Table and Packets:**
 - Randolph Road New BRT: US 29 to Rockville Pike (MD 355) – Removed due to it being changed to a study, not coded
 - North Bethesda Transitway New BRT Expansion from Montgomery Mall Transit Center to North Bethesda Metro Station – Removed due to it being changed to a study, not coded
 - New Hampshire Avenue New BRT Expansion from Colesville Park and Ride to Fort Totten Metro Station – Removed due to it being changed to a study, not coded
 - I-495 Express Toll Lane Ramps: at Dulles Connector Road and Dulles Toll Road – Removed due to it being included within I-495 Express Toll Lanes Northern Extension (NEXT): South of Old Dominion Drive to American Legion Bridge
 - Euclid Avenue Extension: Manassas Park High School to Centreville Road (VA 288)
 - I-66 Corridor Enhanced Bus Service (Outside the Beltway)
 - University Boulevard Extension: Wellington Road to Sudley Manor Drive
- **Project Packet Information Updated:**
 - Arcola Mills Drive (formerly VA 621) Widening: Stone Springs Boulevard to Loudoun County Parkway
 - Benning Road Streetcar Expansion from Oklahoma Avenue NE to Benning Road Metro Station
 - Crosstrail Boulevard Extension: Sycolin Road (VA 625) to Dulles Greenway (VA 267)
 - DASH Service Expansion throughout the City of Alexandria
 - Dulles Toll Road (VA 267) Ramp Widening: SB I-495 off Ramp 19A to Scotts Run Crossing
 - Dulles Toll Road Collector-Distributor Extension: Spring Hill Road to Leesburg Pike (VA 7)

- Fredericksburg and Manassas VRE Lines Service Improvements
 - I-495 Express Toll Lane Ramps: at Dulles Connector Road and Dulles Toll Road
 - Indian Head Highway (MD 210) Corridor Improvements: I-95/I-495 to MD 228
 - Maryland Avenue NE Capacity Reduction for New Bicycle/Pedestrian Accommodations: Bladensburg Road NE to Neal Street NE
 - New Long Bridge over the Potomac River
 - New Manassas Bypass (VA 28): Sudley Road (VA 234) to Centreville Road (VA 28)
 - Old Ox Road (VA 606) Widening: Shaw Road to Rock Hill Road
 - Ox Road (VA 123) Widening: US 1 to the Occoquan River
 - Ox Road (VA 123) Widening: Weatherly Way to Fairfax County Parkway (VA 286)
 - Rock Hill Road Overpass Extension: Sunrise Valley Drive to Innovation Avenue (VA 209)
 - Shellhourn Road (VA 643) Extension: Loudoun County Parkway (VA 606) to Moran Road (VA 634)
 - Tall Cedars Parkway Extension: US 50 to Air and Space Museum Parkway/VA 28
 - Telegraph Road Widening: Prince William Parkway (VA 294) to Caton Hall Road
 - Wellington Road (VA 674) Widening: Rixlew Lane (VA 668) to University Boulevard
 - Westwind Drive Extension: Loudoun County Parkway to Old Ox Road (VA 606)
 - Williamson Boulevard Extension: Sudley Manor Drive to Portsmouth Road
- **Edits in Progress on Alignment with TPB Goals for these Projects:**
(indicated by a light blue checkmark in the Project Summary Table)
 - I-495 Auxiliary Lanes: north of Hemming Avenue underpass to Georgetown Pike (VA 193)
 - I-495 Express Toll Lanes Northern Extension (NEXT): South of Old Dominion Drive to American Legion Bridge
 - I-495 Express Lanes Truck Access: American Legion Bridge to I-95/I-395 Interchange
 - I-495 Southside Express Toll Lanes (SEL): Springfield Interchange to MD 210
 - I-95 Express Lanes Truck Access: Turkeycock Run to I-95/Route 17 Interchange
 - James Madison Highway (US 15) Overpass Widening: 1000 ft North of Railroad Tracks to Lee Highway (US 29)
 - New Manassas Bypass (VA 28): Sudley Road (VA 234) to Centreville Road (VA 28)
 - Pageland Road (VA 704) Widening: Sudley Road (VA 234) to Lee Highway (US 29)
 - Rippon Boulevard Widening: West of Wigeon Way to Rippon VRE Station
 - Rollins Ford Road Extension: Wellington Road to Linton Hall Road
 - Summit School Road Extension: Telegraph Road to existing terminus of Summit School Road
 - Van Buren Road (VA 627) Extension: Dumfries Road (VA 234) to Cardinal Drive (VA 610)
 - Wellington Road (VA 674) Widening: Rixlew Lane (VA 668) to University Boulevard
 - Williamson Boulevard Extension: Sudley Manor Drive to Portsmouth Road

SCHEDULE

The Visualize 2050 development process has completed the second of three public comment opportunities. Key upcoming dates:

- April TPB members review updated information in the AQC table, scope of work and the project data from the PIT as shown in the Project Summary Table and linked project.

Agencies continue entering not regionally significant for air quality projects into the Project InfoTrak (PIT) database.
- May The TPB will take a key vote in the planning process on May 15, 2024, which will enable the continuation of modeling and analysis work.
- June Agencies submit any remaining not-regionally significant for air quality projects into the PIT **by June 28, 2024.**

Projects in V2050 Financial Plan	Currently Programmed Through FY29	For Future Programming In FY30-50
Regionally Significant for Air Quality	Highway or Transit Projects Project Details & Total Cost Estimate due 12/29/23	
	Financial Details due 1/26/25	Financial Details due 12/29/23
Not Regionally Significant for Air Quality	Highway, Transit, Bike, Pedestrian, etc. Projects, Phases, or Project Grouping Categories Project Details & Total Cost Estimate due 6/28/24	
	Financial Details due 1/26/25	Financial Details due 6/28/24

PROMOTION OF THE MARCH 2024 COMMENT PERIOD

The comment period was advertised via the following methods:

- Washington Post and Washington Hispanic newspaper ads were published on March 1 and on March 2 for the AFRO News. 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 (EEA’s) had exposure to the comment opportunity, targeted advertising through Facebook was done, targeting 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 comment period materials:

- Arlington County
- Arlington County Dept. 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

SUMMARY OF PUBLIC COMMENTS RECEIVED

Many people throughout the region took the time to provide input during the March 2024 public comment period through various channels as summarized in the table below.

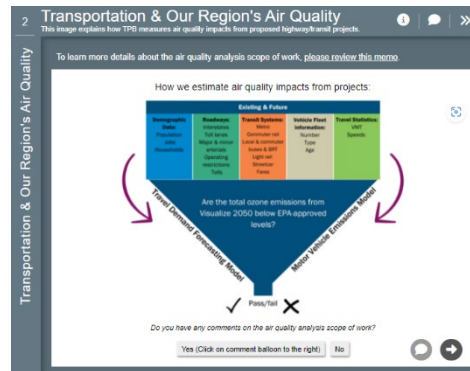
	<i>MetroQuest Comment Form</i>	<i>TPB Website Comment Form</i>	<i>Phone</i>	<i>Email</i>	<i>Letter</i>	<i>In Person at TPB's March 2024 Meeting</i>	<i>Total</i>
<i>Number of Respondents</i>	823	0	0	48	16	6	893

Some people took the time to provide comments via multiple methods. Many people provided input in favor or against particular projects. An analysis of the project responses reveals a great amount of project-related input was determined by the type of project and not by the application of the project type in a particular project location. This 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. Comments by type are further summarized below.

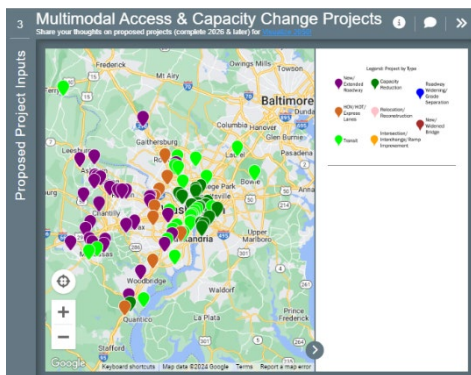
The primary method of providing comments was via an interactive comment form enabled by the company Social Pinpoint which owns MetroQuest.



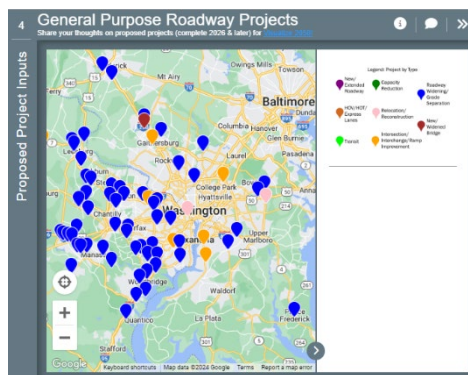
An introduction screen provided an overview of the Visualize 2050 comment period.



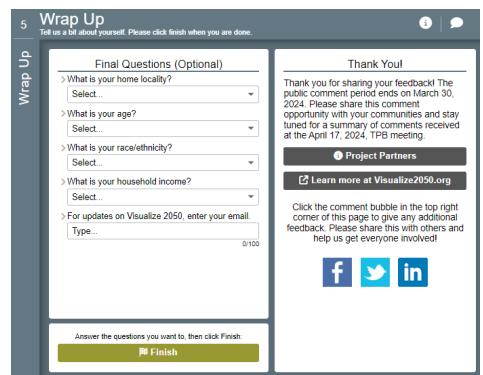
A funnel graphic that summarizes the TPB's air quality analysis scope of work was provided and asked participants if they had any comments on the scope.



A map screen showed locations of multimodal access and capacity change projects that are significant for air quality conformity. Participants were asked if they support including the projects in the 2050 plan.



A map screen showed locations of general-purpose roadway projects that are significant for air quality conformity. Participants were asked if they support including the projects in the 2050 plan.



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

METROQUEST FORM - AIR QUALITY CONFORMITY (AQC) ANALYSIS PROCESS COMMENTS

This section details the responses received to the second slide of the MetroQuest comment form which informed participants about the TPB's AQC process. On this slide, participants were asked whether 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. The submitted comments are attached.

There were several themes in the comments on the AQC process and can be summarized as follows:

- **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 - PROJECT COMMENTS

The focal points of the MetroQuest form are the proposed project inputs on screens 3 and 4. The first map showed participants the transit, capacity reduction, new/extended roadways, and HOV/HOT/express lane projects. The second map showed participants the roadway widening/grade separation, relocation/reconstruction, interchange/intersection/ramp improvement, and new/widened bridge projects. Both maps only included projects that are significant for air quality conformity and are expected to be completed in 2026 or later. Participants could navigate the maps using a zoom-in function. After clicking on a project point, participants were asked if they support the inclusion of the project in Visualize 2050. To learn more details about the projects, participants were directed to Visualize2050.org where a [project summary table](#) was linked with detailed project information packets. Two tables are attached; one shows how many people were in favor or opposition to a particular project and the second provides the responses for each project. *A statistical sampling method was not employed 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.*

The following table summarizes the feedback, **resulting from the open comment opportunity and are not statistically representative of the region**, and shows general sentiments are most closely aligned with project type rather than the application of the project type at a particular location.

Project Type by MQ project category	Number of Projects "Favor"	Number of Projects "Not in Favor"	Total Projects in Category	% of Projects Favored
<i>Capacity Reduction</i>	19	0	19	100%
<i>HOV/HOT/Express Lanes</i>	0	9	9	0%
<i>Intersection/ Interchange/Ramp Improvements</i>	2	6	8	25%
<i>New/Widened Bridge</i>	0	1	1	0%
<i>New/Extended Roadway</i>	0	31	31	0%
<i>Reconstruction</i>	1	1	2	50%
<i>Roadway Widening/Grade Separation</i>	2	57	59	3%
<i>Transit</i>	25	0	25	100%
Total	49	105	154	32%

METROQUEST FORM - GENERAL COMMENTS SUBMITTED

One-hundred and forty-eight unique comments were received on the general comment portals via the MetroQuest comment form. These can be summarized as follows:

- **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 expansions often lead 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 don't 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:**
 1. Implement tolls on all highway lanes without expanding them.
 2. 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 forty-eight emails were received by the end of the comment period. Of these, two were unique comments, one was a cover memo transmitting a letter, and the rest were comments in favor of the Virginia transportation projects. Of the 48 comments received in favor of the Virginia projects, most consisted of a form letter or form letter variation that urged the TPB to approve Virginia's transportation project submissions, as well as the American Legion Bridge and I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network. One form letter variation urged the TPB to remember that their primary mission is to improve transportation performance. Others specifically mentioned support of the bi-directional express lanes.

Of the two other emails, one email called on the TPB to reconsider the list and include projects that reflect regional and local climate goals such as Route 7 rapid transit; and remove projects that do not align with these goals, such as highway expansions. The other extended appreciation for removal of the Mid-County Highway Extended.

LETTER COMMENTS

A total of sixteen commenters provided letters. Two from Virginia House Delegates in support of Virginia's projects. Ten were from coalitions and groups, including: the League of Women Voters (MD); MD 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.

Commenters expressed support and opposition for toll lane projects on I-95, I-495, and I-270. There were four individual commenters, two of which wrote in opposition to the VA Route 15 project north of Leesburg. General themes from the letter comments included the following:

- Overall support of increased road capacity projects in VA and MD.
- 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.

RESPONSES TO COMMENTS

In response to comments, TPB staff developed a Frequently Asked Questions (FAQ) handout, attached. Additionally, agencies have been given the opportunity to provide a response to comments. The Virginia Department of Transportation, Fairfax County, Loudoun County, and Prince William County have provided responses in a letter, also attached.

ATTACHMENTS

Air Quality Conformity Inputs Table (to be approved by TPB)

Air Quality Conformity Analysis Scope of Work (to be approved by TPB) with COG-approved Round 10 Cooperative Forecasts

Project Summary Table

March 2024 public comments received:

Comments from Member Organizations

Comments from Non-Member Agencies / Advocacy Groups

Comments from Individuals via Letters

Comments from Individuals via Email

Comments from Individuals via MetroQuest on the Air Quality Analysis Scope of Work

Participant Support for Projects collected via MetroQuest form

Comments from Individuals via MetroQuest on Multimodal Access & Capacity Change Projects

Comments from Individuals via MetroQuest on General Purpose Roadway Projects

General Comments from Individuals via MetroQuest

In-Person Comments at March TPB Board Meeting

Visualize 2050 FAQ handout in response to comments

Virginia letter in response to comments

VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

DRAFT 4/16/2024

								Projected
PIT Project ID	ConID	Scenario	Improvement	Facility	From	To	Completion Date	
DDOT								
1	6103	794 UHOWEXT	Implement	DC Circulator Expansion	Rosslyn to Dupont Circle Route	Extension to U St./Howard University	2026	
2	T5754	613 DCSTHST2	Construct	Benning Road Streetcar Extension	Oklahoma Avenue NE	45th Street/Benning Road Metro	2026 2030	
3	CE3081	610 DCSTGTWN	Implement	Union Station/Georgetown Streetcar	K Street/34th Street NW	3rd Street/H Street NE	2040	
4	T3212		Implement	H St. and I St Bus lanes Phase 2	13th St. NW	Pennsylvania Ave NW	2021 completed	
5	3212 T13580	7835 32666	Study Implement	H St. NW Bus Improvements	14th St. NW	North Capitol St.	not coded 2022 completed	
6	CE3081		Construct	K St. NW Transitway	9th St. NW	21st St. NW	2025	
7	T13585	32690	Implement	U St. NW Bus Improvements	18th St. NW	9th St NW	2025	
9	3212 T13588	31057 31058 31059	Implement	8th St. SE Bus Improvements			2024	
10	T13583	32646	Implement	11th St. NW Bus Improvements	Pennsylvania Ave NW	G Street NW	2024	
11	T13583	32647	Implement	11th St. NW Bus Improvements	H Street NW	L Street NW	2024	
12	T13583	32648	Implement	11th St. NW Bus Improvements	L Street NW	E Street NW	2024	
13	T6638	989	Implement	16th St. Bus Priority Improvements	H St. NW	Arkansas Ave NW	2022 completed	

NOTE: Shaded areas represent changes from the 2022 Update to Visualize 2045. Blue = removed. Yellow = added or changed. Pink = technical correction during comment period.

**VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS
(transit)**

DRAFT 4/16/2024

	PIT Project ID	ConID	Scenario	Improvement	Facility	From	To	Projected Completion Date
14	T13590	32016		Implement	Florida Ave. NW Bus Improvements	9th Street NW	1st Street NE	2024
15	T13591	32016		Implement	Georgia Ave. NW Bus Improvements	Eastern Ave.	Barry Place NW	2026
16	3212 -T13582	32595 32673		Study-Implement	Minnesota Avenue SE Bus Improvements (southbound)	Nelson Pl SE	Burns St SE	not coded 2023 completed
17	T13586	32728		Implement	Southern Ave SE Bus Improvements (NB)	South Capitol St SE	Barnaby Road SE	2026
MDOT/MTA								
18	CE3427-CE3787	617 15642	MARCFRQ	Implement	Brunswick Line Service Improvements			2029 -2045
19	CE3427-CE3788	618 15646	MARCFRQ	Implement	Camden Line Service Improvements			2029 -2045
20	CE1649	481	CCTBRT	Construct	Corridor Cities BRT	Shady Grove	Gomsat	2035
21	CE3427-CE3855	619 34252	MARCFRQ	Implement	Penn Line Service Improvements			2029 -2045
22	T2795	479	PURPLE	Construct	Purple Line Transitway	Bethesda	New Carrollton	2023 2027
Montgomery County								
23	CE3662		RANDBRT	Implement Study	Randolph Road BRT	US 29	MD 355	2030 Not Coded
24	CE3663 T3663	5062 963	NBETHBRT	Implement Study	North Bethesda Transitway BRT	Montgomery Mall Transit Center	White Flint	2030 Not Coded
25	CE3424-CE3856 T6396		MD355BRT	Implement	MD 355 BRT	MD 410 East-West Highway	Clarksburg Rd.	2030

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**VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS
(transit)**

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	PIT Project ID	ConID	Scenario	Improvement	Facility	From	To	Projected Completion Date
26	CE3103	485	VEIRSBRT	Implement	Veirs Mill Road BRT	MD 355 Rockville Pike Montgomery College, Rockville	MD 97 Georgia Ave. Wheaton Metro Station	2025 2030
27	CE3672 T12004	982	NHBRT	Implement Study	New Hampshire Ave. BRT	Colesville Park and Ride	Takoma Metro Station Fort Totten Metro Station	2045 Not Coded
28	CE1249	483	MCT7	Construct	Olney Transit Center	adjacent to or north of MD 108		2045
29	CE1253	487	TIGERVEIR	Construct	Veirs Mill Road Bus Enhancement	Rockville	Wheaton	2021 completed
30	CE3857	487		Construct	Great Seneca Transit Network Bus Service Improvements			2025
31				Construct	Md 193 (University Blvd) Bus Lanes	Amherst Ave	Dennis Ave	2024
VDOT/VDRPT								
32	T6727	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	2030
33	CE3758- T11581	3680		Construct	VRE L'Enfant Station and 4th Track Improvements	L'Enfant Interlocking	Virginia Interlocking	2028
34	CE3708 T6673	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	2028 2026
35	T6706	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

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VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

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	PIT Project ID	ConID	Scenario	Improvement	Facility	From	To	Projected Completion Date
36	CE2832	504	VREFREQ	Implement	VRE Service Improvements (Reduce Headways)	Fredericksburg and Manassas lines		2035
37	CE2831	630		Construct	VPRA 3rd Track - RF&P	Arkendale, Stafford Co.	Powell's Creek, Prince William County	2024
38	CE2420-T12003	9841		Construct	Broad Run Expansion- 3rd Track Project	Broad Run	Manassas (Wellington Road)	2025 2027
39	CE1942	795	US1VABUS	Widen	US 1 (bus/right turn lanes)	VA 235 North	SCL Alexandria (I-95 Capital Beltway)	2035
40	CE3496 T6680	808	US1BRT	Construct	US 1 Richmond Highway Bus Rapid Transit (BRT)	Huntington Metro	Ft. Belvoir and to Woodbridge VRE	2030 2031
41	CE3521	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) Pentagon City Metro Station	2022 2026
42			MWAYEXT2	Construct	Crystal City Transitway: Southern Extension - complete dedicated lanes	South Glebe Road	Alexandria city line	2025
43	T6672	18600	MWAYROW	Construct	Crystal City/Potomac Yard Transitway-realign with dedicated right-of-way	East Glebe Road	Evans Lane	2030
44	CE3013	489	POTYDS	Construct	Metro Station	Potomac Yard		2022 2023 completed
45	CE2188	493		Construct	Park-and-Ride Garage	Springfield CBD	vic. I-95 & Old Keene Mill Road	2023 completed
46	CE2875	499		Construct	Park and Ride Lot	Arcola Center 300 spaces		2024

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47	CE1981	503	SILVER 2	Construct	Dulles Corridor Metrorail	Wiehle-Reston East Station	Ashburn Station	2022 completed
48	CE3802			Study	Orange Line Metrorail Extension	Vienna Metrorail Station	Prince William County	not coded
49	CE3803			Study	Yellow Line Metrorail Extension	Huntington Metro	Hybla Valley/Gum Springs Community Business Center	not coded
50	CE3839			Study	Route 7 BRT	West Falls Church	Spring Hill via International Drive	not coded
51	CE3700	1019	SILVER 2	Construct	Park-and-Ride Garage	Innovation Station	2000+ parking spaces	2020 completed
52	CE2831	629	POTSHRS	Construct	VRE - Potomac Shores Commuter Rail Station	Potomac Shores	Prince William County	2022 2030
53	CE2930	505	VANDBRT	Construct	West End Transitway (City Funded)	Van Dorn Street Metro	Pentagon	2026 & 2035-2028
54	CE2930	1034	VANDBRT2	Construct	West End Transitway Phase II (Southern Segment)	Van Dorn Street Metro	Landmark Mall	2026
55	CE3071	507 32580	NRS	Construct	Landmark Transit Center	Duke Street and Van Dorn Street		2023 2027
56	CE2933	508	ALEXBUS	Implement	DASH Service Expansion	citywide		2030
57		821	BELTHOT	Implement	Beltway HOT lanes transit service			2030
58	CE2932	509	DUKEBUS	Construct	Duke Street Transitway	King Street Metro	Fairfax County Line	2027 2028
59	CE2695	672		Construct	Leesburg Park and Ride Lot (new location)	Crosstrails Blvd (approx)	300 Spaces	2018
60		674		Construct	One Loudoun Park and Ride Lot	VA 7 & Loudoun County Parkway	200 Spaces	2019 completed

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DRAFT 4/16/2024

	PIT Project ID	ConID	Scenario	Improvement	Facility	From	To	Projected Completion Date
61	CE3359	675		Construct	Western Loudoun Park and Ride Lot		250 Spaces	2024
62	CE3484	797	I66HOTI	Implement	I-66 Multimodal Corridor Improvements	Inside the beltway		through 2050
63	CE3448	799	I66HOTO	Implement	I-66 Corridor Enhanced Bus Service (details shown with project description sheet)	Outside the beltway		2022 completed
64	CE3448	800	I66HOTO	Implement	I-66 Corridor Enhanced Bus Service	Outside the beltway		through 2050
65	CE3448	801		Construct	I-66 Corridor Park and Ride lot	Haymarket		2021 completed
66	CE3448	802		Construct	I-66 Corridor Park and Ride lot	University Blvd. in Gainesville		2021 completed
67	CE3448	803		Construct	I-66 Corridor Park and Ride lot	Balls Ford Road in Manassas		2021 completed
FAMPO								
67				Construct	New Chatham Heights Road PNR	80 spaces		2038
67				Construct	VA 3 East PNR	150 spaces		2038
67				Construct	US 17 Business New Warrenton Road PNR	1000 spaces near Olde Forge Dr.		2038
67				Construct	US 1 at Commonwealth Dr. PNR			2027

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VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

DRAFT 4/16/2024

	PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
DDOT													
68	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						2022 completed
69	T13597	33037			Reduce Capacity	Alabama Ave SE (eastbound)	5th Street SE	MLK Elementary School			2	1	2030
71	T13597	33038			Reduce Capacity	Alabama Ave SE (eastbound)	Jasper St. SE	James M. McGee Sr. St. SE			2	1	2030
71	T13597	33039			Reduce Capacity	Alabama Ave SE (eastbound)	Gainesville St. SE	Aigner Pl. SE			2	1	2030
72	T13597	33040			Reduce Capacity	Alabama Ave SE (eastbound)	25th Street SE	Naylor Rd. SE			2	1	2030
73	T13597	33041			Reduce Capacity	Alabama Ave SE (westbound)	Marion Barry Ave SE	Branch Ave. SE			2	1	2030
74	T13597	33042			Reduce Capacity	Alabama Ave SE (westbound)	Randle Pl. SE	7th Street SE			2	1	2030
75	T13597	33043			Reduce Capacity	Alabama Ave SE (westbound)	Congress St. SE	15th Street SE			2	1	2030
76	T13597	33044			Reduce Capacity	Alabama Ave SE (westbound)	24th Street SE	Irving St. SE			2	1	2030
77	T13597	33045			Reduce Capacity	Alabama Ave SE (westbound)	Naylor Rd. SE	31st Street SE			2	1	2030
78	T13597	33046			Widen	Alabama Ave SE (westbound)	Irving St. SE	Aigner Pl. SE			1	2	2030
79	T13597	33047			Reduce Capacity	Alabama Ave SE (westbound)	31st Place SE	Branch Ave. SE			2	1	2030
80	T13597	33048			Reduce Capacity	Alabama Ave SE (westbound)	34th Street SE	Suitland Rd. SE			2	1	2030
81	T13597	33049			Reduce Capacity	Alabama Ave SE (westbound)	38th Street SE	Pennsylvania Ave SE			2	1	2030
82	T3232	31473			Reduce Capacity - bike lanes	Arizona Ave NW (north/eastbound)	Carolina Place NW	Loughboro Rd NW			3	2	2024
83	T13596	32873			Reduce Capacity	Bladensburg Rd. NE	Eastern Ave.	Benning Road			6	4	2028

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DRAFT 4/16/2024

	PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
84	T3232	31566			Reduce Capacity - bike lanes	Branch Ave SE	Randle Circle SE	Alabama Ave SE			4	2	2025
85	T13599	34039			Reduce Capacity	Constitution Ave.	Louisiana Ave NW	Pennsylvania Ave NW			6	5	2026
86	T3232	1008	DS28		Reduce Capacity - bike lanes	Dalecarlia Pkwy NW	Loughboro Road	Westmoreland Circle			4	2	2040 2030
87	T6315	567	DP16		Reduce Capacity	East Capitol Street	40th Street	Southern Ave			6	4	2024 2030
88	T13592	32401			Reduce Capacity	Eastern Ave NE	Whittier St NW	New Hampshire Ave NE			3	2	2028
89	T13590	32016			Reduce Capacity Bus Lanes	Florida Avenue NW	9th Street NW	1st Street NE			4	2	2025
90	6195	710			Reduce Capacity	Florida Avenue NE	2nd Street	3rd Street			6	5	2023 completed
91	6195	717	DS13		Reduce Capacity	Florida Avenue NE	3rd Street	West Virginia Avenue			6	4	2023 completed
92	T13591	32180			Reduce Capacity Bus Lanes	Georgia Avenue NW	Eastern Ave.	Barry Place NW			4	2	2026
93	T3232	860	DS23		Reduce Capacity - bike lanes	Harewood Road NW	Rock Creek Church Road NW	North Capitol Street			2	1	2022 2024
94	T3232	31668			Reduce Capacity - bike lanes	Kansas Ave NW	Peabody St NW	Chillum Place NW			4	2	2024
95	T3232	31704			Reduce Capacity - bike lanes	Lincoln Rd NE	V St NE	4th St NE			3	2	2025
96	T3232	835	DP22		Reduce Capacity - bike lanes	Louisiana Avenue NW	Columbus Circle NE/ Mass Ave NE- North Capitol St.	Constitution Avenue NW			4 5	3 4	2040 2026
97	T13587	31053			Reduce Capacity Bus Lanes	MLK Jr. Ave SE	W Street	Marion Barry Ave			2	1	2024

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	PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
98	T13593	32442			Reconstruct	MLK Jr. Ave SE	South Capitol St. SE	Upsal St. SE			4	2	2027
99	CE3075 T6014	585	DS6		Reduce Capacity	Maryland Ave. NE	6th St. NE	15 St. NE			4	2	2021 completed
100	T13596	36004			Reduce Capacity	Maryland Ave. NE	Bladensburg Rd. NE	Neal St. NE			4	1	2028
101	T13599	34486			Reduce Capacity	Massachusetts Ave NE	1st Street NE	6th Street NE			4	3	2024
102	T13582	32595			Reduce Capacity Bus Lanes	Minnesota Ave SE bus lanes (southbound) (Phase B)	Nelson Pl SE	Burns St SE			2	1	2023 completed
103	T13581	32593			Reduce Capacity Bus Lanes	Minnesota Ave SE bus lanes (Phase A)	Nelson Pl SE	East Capitol St. SE			2	1	2023 completed
104	T13581	32668			Reduce Capacity Bus Lanes	Minnesota Ave SE bus lanes (Phase A)	L'Enfant Square SE	A St. SE			2	1	2023 completed
105	T3232	31503			Reduce Capacity - bike lanes	Missouri Avenue NW (Eastbound)	17th St NW	16th St NW			2	1	2030
106	T3232	1006	DS30		Reduce Capacity - bike lanes	Mount Olivet Rd NE	Brentwood Parkway	West Virginia Ave 17th Street NE			4	3	2022 2024
107	T3232	1010	DP40		Reduce Capacity - bike lanes	Nebraska Ave NW	New Mexico Ave	Loughboro Road			4	3	2022 2030
108	CE3399	608			Reconstruct	New Jersey Avenue NW 1-way to 2-way	H Street NW	N Street NW					2021 completed
109	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	2040
110	T3232	707 31741			Reduce Capacity	New Jersey Avenue NW	H Street	Louisiana Ave			4	2 3	2021 2024
111	T3212 T3232	7836 10675	DS42		Reduce Capacity -	Park Place/5th Street NW	Grant Circle	Kenyon St NW	3	3	2	1	2022 completed
112	CE3447 T6595	712	DS15		Reduce Capacity	Pennsylvania Avenue NW	17th Street	18th Street			6	4	2025
113	CE3447 T6595	713	DS14		Reduce Capacity	Pennsylvania Avenue NW	18th Street	20th Street			5	4	2025

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114	CE3447-T6595	714	DS18-DS18A		Reduce Capacity	Pennsylvania Avenue NW	20th Street	26th Street 22nd Street			6	4	2040 2025
115	CE3447	714	DS18		Reduce Capacity	Pennsylvania Avenue NW	20th Street 22nd Street	26th Street			6	4	2040
116	CE3447	715	DS16		Reduce Capacity	Pennsylvania Avenue NW	26th Street	28th Street			5	4	2040
117	CE3447	716	DS17		Reduce Capacity	Pennsylvania Avenue NW	28th Street	29th Street			4	2	2040
118	CE3654-T3232	1009-947	DP36A-DP35		Reduce Capacity - bike lanes	Pennsylvania Ave SE	2nd Street SE	17th Street 14th Street SE	2	2	6	4	2023 completed
119	CE3654	948	DP36		Reduce Capacity - bike lanes	Pennsylvania Ave SE	14th Street SE	Barney Circle			8	6	2024 2023 completed
120	T3232	31949			Reduce Capacity - bike lanes	Potomac Ave SE	18th St SE	19th St SE			2	1	2024
121	T3423	541	DP9A	AW011, AW024A, AW001A, AW025A, CKTB6	Widen	South Capitol Street Corridor: Frederick Douglass Bridge	Independence Avenue (East)	Martin Luther King, Jr. Blvd. (west)	2	2	5	6	2025 2021 completed
122	T5803	542	DP9C		Construct	South Capitol Street Intersection	at Potomac Avenue						2022 completed
123	T6114	609			Reduce Capacity	South Capitol Street	Firth Sterling Ave.	Southern Ave Maryland state line			5	4 5	2022 completed
124	T13586	31051			Reduce Capacity	Southern Ave SE (northbound)	South Capitol St. SE	Barnaby Road SE			2	1	2026
125	T13599	34038			Reduce Capacity	Southern Ave SE	Pennsylvania Ave SE	Benning Road SE			4	2	2024
126	T6038	543	DP9D		Construct	Suitland Parkway interchange	at Martin Luther King, Jr. Boulevard to complete movements						2021 completed

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127	T13599	34053			Reduce Capacity	Taylor St. NE	North Capitol St NW	7th Street NE			3	2	2024
128	T3232	31780			Reduce Capacity - bike lanes	Van Buren St NW	Blair Rd NW	3rd St NW			2	1	2025
129	T3212 T3232	7825 11119	DS43		Reduce Capacity -	Virginia Ave NW	Rock Creek and Potomac Pkwy NW	18th St NW	3	3	6	5	2021 completed
130	T3212 T3232	7837 10614	DS44		Reduce Capacity - bike lanes	Warder Street/7th Street NW	Kenyon St NW	New Hampshire Ave NW	4	4	2	1	2022 completed
131	T13599	34050			Reduce Capacity	Western Ave NW	Park Ave	River Road NW			3	2	2024
132	T13599	34051			Reduce Capacity	Western Ave NW	River Road NW	45th Street NW			4	3	2024
133	T13599	34052			Reduce Capacity	Western Ave NW	45th Street NW	Jenifer Street NW			5	4	2024
134	3232 T13578	709 29860	DS19		Reduce Capacity	Wheeler Road SE	Alabama Avenue	Southern Avenue			4	2	2024 2027
135	CE3077	558	DP42B	ED0C2A	Reduce Capacity	C Street (westbound only)	Oklahoma Avenue 16th Street NE	14th Street NE			5 2	3 1	2022 completed
136	CE3077	558 33201	DP42A	ED0C2A	Reduce Capacity	N. Carolina Avenue	14th Street NE	Oklahoma Avenue 16th Street NE			5 4	3 2	2022 completed
137	CE3077	558 33202	DP42	ED0C2A	Reduce Capacity	C Street/N. Carolina Avenue	Oklahoma Avenue 22nd Street NE	14th Street NE 16th Street NE			5	3	2022 completed
138	CE3081	841	DP25		Reduce Capacity - Streetcar	H Street NE/NW	3rd Street NE	New Jersey Ave NW			6	4	2040
139	3212	11116	DP43A		Reduce Capacity Bus Lanes	H Street NW	Pennsylvania Ave	Connecticut Ave	2	2	4	3	2021 completed
140	3212	11117	DP43B		Reduce Capacity Bus Lanes	H Street NW	Connecticut Ave	Vermont Ave	2	2	4	2	2021 completed
141	3212 T3232	11118	DP43C		Reduce Capacity Bus Lanes	H Street NW	Vermont Ave	15th Street	2	2	4	3	2021 completed

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142	3212 T3232	11119	DP43D		Reduce Capacity Bus Lanes	H Street NW	15th Street	14th Street	2	2	3	2	2021 completed
143	T13580	32584	DP43E		Reduce Capacity Bus Lanes	H Street NW	13th Street	9th Street	2	2	6	3	2022 completed
144	T13580	32585	DP43F		Reduce Capacity Bus Lanes	H Street NW	9th Street	6th Street	2	2	6	4	2022 completed
145	T13580	32586	DP43G		Reduce Capacity Bus Lanes	H Street NW	6th Street	5th Street	2	2	6	3	2022 completed
146	T13580	32587	DP43H		Reduce Capacity Bus Lanes	H Street NW	New Jersey Avenue NW	North Capitol St	2	2	6	4	2022 completed
147	T13584	30503			Reduce Capacity	H Street NE	3rd Street NE	Benning Ave NE	2	2	4	2	2024
148	T3232	31823			Reduce Capacity - bike lanes	I St NW	15th St NW	Vermont Ave NW			3	2	2024
149	3212 T3232	11122	DP44C		Reduce Capacity Bus Lanes	I Street NW	17th Street	18th Street	2	2	3	2	2021 completed
150	3212 T3232	11123	DP44D		Reduce Capacity Bus Lanes	I Street NW	19th Street	20th Street	2	2	3	2	2021 completed
151	T3232	31633			Reduce Capacity - bike lanes	K St NE	1st St NE	2nd St NE			4	2	2024
152	CE3652	946	DP34		Reduce Capacity - bike lanes	K Street NW	7th St NW	1st Street NE			4	2	2021 completed
153	CE3081	844	DP26A		Reduce Capacity - Streetcar	K Street NW	New Jersey Avenue NW	7th Street NW			3	2	2040
154	CE3081	845	DP27		Reduce Capacity - Transitway	K Street NW	9th Street NW	12th St NW			4	2	2025
155	CE3081	846	DP28		Reduce Capacity - Transitway	K Street NW	12th St NW	21st St NW			6	4	2025

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156	CE3081	847	DP29		Reduce Capacity - Streetcar	K Street NW	21st Street NW	25th Street NW			4	2	2040
157	CE3081	848	DP30		Reduce Capacity - Streetcar	K Street NW	25th Street NW	29th Street NW			6/4	4	2040
158	CE3081	849	DP31		Reduce Capacity - Streetcar	K Street NW	29th Street NW	Wisconsin Avenue NW			4	2	2040
159	T3232	31599			Reduce Capacity - bike lanes	M St NE	1st St NE	1st St NW			2	1	2026
160	T3232	1005-31904	DS31		Reduce Capacity - bike lanes	M Street SE	Half St 1st Street SE	11th Street SE			6	5 3	2022-2023 completed
161	T13585	30507			Reduce Capacity Bus Lanes	U Street NW	18th Street	9th Street			4	2	2025
162	T3232	31781			Reduce Capacity - bike lanes	4th St NW	Butternut St NW	Van Buren St NW			2	1	2030
163	T3232	1013 831			Reduce Capacity - bike lanes	9th St NW	Massachusetts Ave	Florida Ave			4	3/2-2	2030-2023 completed
164	T3232	1012	DP39		Reduce Capacity - bike lanes	9th St NW	Constitution Ave	Massachusetts Ave			6/4	4/2	2030 2023 completed
165	T3232	829	DS21		Reduce Capacity - bike lanes	6th Street NW	Constitution Avenue	Massachusetts Avenue			6 peak- 4 offpeak	4 peak - 2 offpeak	2030
166	T3232	830	DS22		Reduce Capacity - bike lanes	6th Street NW	Massachusetts Avenue	Florida Ave NW			4	3	2030
167	T3232	702	DS9		Reduce Capacity	7th Street NW	New York Avenue	N Street			4	2	2024 2016 completed
168	T13599	34040			Reduce Capacity	7th Street NW	Pennsylvania Ave NW	Constitution Avenue NW			6	3	2025
169	T13599	34041			Reduce Capacity	7th Street NW	Constitution Avenue NW	C Street/ Maryland Ave SW			7	4	2025
170	T13599	34042			Reduce Capacity	7th Street NW	C Street/ Maryland Ave SW	G Street SW			6	3	2025
171	T13599	34043			Reduce Capacity	7th Street NW	G Street SW	Maine Ave SW			6	3	2025
172	T13588	31056			Reduce Capacity Bus Lanes	8th Street SE	I Street	L Street			3	2	2024

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	PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
173	T13588	31057			Reduce Capacity Bus Lanes	8th Street SE	D Street	L Street				1	2024
174	T13588	31058			Reduce Capacity Bus Lanes	8th Street SE	E Street	Pennsylvania Ave				1	2024
175	T13583	30480			Reduce Capacity Bus Lanes	11th St NW	E Street NW	L Street NW			4	2	2024
176	T13583	32645			Reduce Capacity Bus Lanes	11th St NW	Pennsylvania Ave NW	E Street NW			4	2	2024
177	T3212 T3232	7820-11123	DS35		Reduce Capacity - bike lanes	15th Street Cycletrack	Pennsylvania Ave NW	East Basin Dr. SW	3	3	4	3	2021 2022 completed
178	T3232	31822			Reduce Capacity - bike lanes	15th St NW	H St NW	I St NW			4	4	2024
179	T6638	839	DP23		Reduce Capacity - Bus Priority	16th Street NW	Arkansas Avenue NW	Columbia Road NW			6	4	2022 completed
180	T6638	840	DP24		Reduce Capacity - Bus Priority	16th Street NW	Columbia Road NW	W Street NW			5	4	2022 completed
181	CE3651 T3212	944	DP32		Reduce Capacity - bike lanes	17th Street NW	New Hampshire Avenue	K St. NW Massachusettes Ave.	3	3	2	1	2021 completed
182	T3232	31534			Reduce Capacity - bike lanes	17th St NE/SE	Benning Rd NW	Potomac Ave SE			2	1	2023 completed
183	T3232	31996			Reduce Capacity - bike lanes	19th St SE	Potomac Ave SE	East Capitol St NE			2	1	2024
184	T3212 T3232	7821-11122	DS37		Reduce Capacity - bike lanes	20th St. NW Bike Lanes	G St.	Massachusetts Ave.	4	4	4	2	2022 completed
185	T3212 T3232	7827-11118	DS38		Reduce Capacity - bike lanes	21st St. NW	Constitution Ave. C Street NW	Massachusettes Ave. G Street NW			3	2	2021 completed
MDOT													
Interstate													
186	T3044	126	MI2Q	MO8391	Construct	I 270 Interchange	at Watkins Mill Road		1	1	8	8	2020 completed

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187	T6432 T11582 CE1186	125	MI2U1	AW0731 AW0754	Construct/Widen	I 270 Toll Lanes	I 270Y on the entire western spur, and on the eastern spur from MD187 north to the main I-270		1	1	4 + 2 HOV	4 + 4 HOT	2025 2030
188	T6432 T11582 CE1186 CE3281	125	MI2U1	AW0731 AW0754	Construct/Widen- Convert	I 270 Toll Lanes	I 270Y on the entire western spur, and on the eastern spur from MD187 north to the main I-270		1	1	4 + 2 HOV	4 + 2 -4- HOT	2025 2040
189	T6432 T11582 CE1186 CE3281	892	MI2U2	AW0731 AW0754	Construct	I 270 Toll Lanes	I 270Y	I 370	1	1	10 + 2 HOV	10 + 4 HOT	2025 2040
190	T6432 CE1186 T11583	893	MI2U3	AW0731 AW0754	Construct/Widen Study	I 270 Northbound Toll Lanes	I 370	Middlebrook Road	1	1	3 + 1 HOV NB	3 + 2 HOT NB	2030 not coded
191	T6432 CE1186 T11583	893	MI2U4	AW0731 AW0754	Construct/Widen Study	I 270 Southbound Toll Lanes	Middlebrook Road	I-370	1	1	4 SB	4 + 2 HOT SB	2030 not coded
192	T6432 CE1186 T11583	894	MI2U5	AW0731 AW0754	Construct/Widen Study	I 270 Northbound Toll Lanes	Middlebrook Road	MD 121	1	1	2 + 1 HOV NB	2 + 2 HOT NB	2030 not coded
193	T6432 CE1186 T11583	894	MI2U6	AW0731 AW0754	Construct/Widen Study	I 270 Southbound Toll Lanes	MD 121	Middlebrook Road	1	1	3 SB	3 + 2 HOT SB	2030 not coded
194	T6432 CE1186 T11583	895	MI2U7	AW0731 AW0754	Construct/Widen Study	I 270 Toll Lanes	MD 121	I 70 / US 40	1	1	4	4 + 4 HOT	2030 not coded
195	6444	953	MI2TSB7		Construct	I270 southbound auxiliary lane (innovative congestion management)	MD 28 on-ramp	MD 189 off-ramp	1	1			2024 2024
196	6444	957	MI2TNB2		Construct	I270 northbound auxiliary lane (innovative congestion management)	MD 189 on-ramp	MD 28 off-ramp	1	1			2024 2024
197	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			2024 2024
198			MI2TNB3		Construct	I270 northbound (innovative congestion management)	Shady Grove Road	I-370 off-ramp	1	1			2019 completed
199			MI2TNB4		Construct	I270 northbound (innovative congestion management)	MD 124 on-ramp	Watkins Mill Road off-ramp	1	1			2019 completed

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	PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
200			MI2TNB4		Construct	I270 northbound auxiliary lane (innovative congestion management)	Watkins Mill Road on-ramp	Middlebrook Road westbound off-ramp	1	1			2019 completed
201	CE1187	210	MI4		Widen	I 70	Mt. Phillip Road	West of I 270	1	1	4	6	2035
202	CE2250	151	MI4a	FR5801	Reconstruct	I 70	at MD 144FA, Meadow Road, and Old National Pike		1	1	6	6	2022 completed
203	CE1479-T2894	108	MI1P MI1PR	PG3331	Construct	I-95/I-495	at Greenbelt Metro Station		1	1	8	8	2030
204	T6432-T11582-CE3281-CE3863	696	MI1Q	AW0731-AW0754	Construct/Widen	I 495 Toll Lanes	Virginia State line/Potomac River (including American Legion Bridge)	I 270Y - western spur	1	1	8/10	8/10 + 4 HOT	2025 2035
205	T6432-T11582-CE3281-CE3863	856	MI1R	AW0731-AW0754	Construct/Widen Study	I 495 Toll Lanes	I 270Y - western spur	MD 355	1	1	6	6 + 4 HOT	2025-not coded
206	T6432-CE3281	905	MI1S	AW0731	Study	I 495 Toll Lanes	MD 355 MD 187	I 95	1	1	8	8 + 4 HOT	not coded
207	T6432-CE3281	906	MI1T	AW0731	Study	I 95 / I 495 Toll Lanes	I 95	Baltimore Washington Parkway	1	1	8	8 + 4 HOT	not coded
208	T6432 CE1182	907	MI1U	AW0731	Study	I 95 / I 495 Toll Lanes	Baltimore Washington Parkway	Glenarden Parkway	1	1	8	8 + 4 HOT	not coded
209	T6432 CE1182	908	MI1V	AW0731	Study	I 95 / I 495 Toll Lanes	Glenarden Parkway	MD 202F	1	1	10	10 + 4 HOT	not coded
210	T6432 CE1182	909	MI1W	AW0731	Study	I 95 / I 495 Toll Lanes	MD 202F	Potomac River (not including Wilson Bridge)	1	1	8	8 + 4 HOT	not coded
Primary													
211	T3108	139	MP10A	PG2531	Reconstruct	US 1	College Avenue	MD 193	2	2	4	4	2023 2024
212	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	2045
213	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	2045
214	T6394	127	MP2C	AT1981	Widen	MD 3 Robert Crain Highway	I595/US 50/US 301	Anne Arundel County Line	2	2	4	6	2035

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215	CE1194	212	MP3A	PG9171	Widen	MD 4 Pennsylvania Avenue	I-95/I-495	MD 223	5	5	4	6	2040	
216	T3469 CE1196	205	MP4F	PG3916	Widen/Upgrade	MD 5 Branch Avenue	US 301 at T.B.	North of I95 /I 495	2	5	4	6	2035	
217	CE3567 T6431	914 34276	MP15B	FR1881	Construct/Widen	US 15	MD 26	North of Biggs Ford Road with grade separated interchange at Biggs Ford Road	5	5	4	6	2040	
218	CE3566 T6431	915 34269	MP15A	FR1881	Construct/Widen	US 15	US 340 / South Jefferson Street I-270	MD 26	5	5	4	6	2030	
219	CE1197	551			Construct	US 29 Columbia Pike	at Tech Road / Industrial Road		5	5	6	6	2030-2035	
220	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	
221	CE1210	858	FP2B		Widen	MD 85	South of English Muffin Way	Crestwood Drive/Shockley Drive	2	2	2/4	4	2035	
222	CE1210	859	FP2C	FR3881	Construct/Widen	MD 85 Buckeystown Pike	Spectrum Drive	North of Grove Road	2	2	4	6	2035	
223	T6483	391	FP2A	FR3881	Construct/Widen	MD 85 Buckeystown Pike	Crestwood Drive/Shockley Drive	Spectrum Drive	2	2	4	6	2022-2023 completed	
224	CE1190	387	MP14 NRS	PG6191	Reconstruct	MD 202	at Brightseat Road		2	2	6	6	2045	
225	T4879 T6524 CE1199	124	MP6D	PG2211	Upgrade	MD 210 Indian Head Highway	I-95/495	MD 228	2	5	6	6	2040	
226	T5527	384	MP18		Construct	US 301 Gov. Nice Bridge	Charles County, MD	King George County, VA	2	2	2	4	2023-2025	
227	CE1004 CE1619	940	MP8E		Widen	US 301	Harry Nice Bridge	I-595 / US 50	2	5	4/6	6	2045	
Secondary														
228	T3476 CE1462	206	MS2F	MO8861	Widen	MD 28 Norbeck Road	MD 97	MD 182	2	2	2	2-4	4	2045
229	T3106	137	MP12C	MO7461	Construct	MD 97 Brookeville Bypass	Gold Mine Road	North of Brookville	0	2	0	2	2024-2025	
230	CE2618 T5420	931 33680- 35167	NRS	MO2241	Reconstruct- Widen	MD 97	MD 390	MD 192 / Forest Glen Road	2	2	6-7	6-7 8	2030	
231	CE1211	392	NRS	MO8521	Upgrade	MD 97 Georgia Avenue Interchange	at MD 28 Norbeck Road		2	2	6	6	2035	

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232	CE1203	115	MS32		Reconstruct	MD 117 Clopper Road	I270	Metropolitan Grove Road	3	3	4	4	2030
233	CE1203	921	NRS-MS32A		Reconstruct	MD 117 Clopper Road	Metropolitan Grove Road	West of Game Preserve Road	3	3	2	3	2035
234	3057 CE1206	118	MS6B	MO632	Widen	MD 124 Woodfield Road	Midcounty Highway	South of Airpark Drive	3	3	2	6	2035
235	3057 CE1206	1	MS6D	MO6323	Widen	MD 124 Woodfield Road	North of Fieldcrest Road	Warfield Road	3	3	2	6	2035
236					reduce capacity bus lanes	MD 193 (University Blvd)	Amherst Ave.	Dennis Ave.			6	4	2024
237	CE2253 T13579 T4887	356	MS35	PG6911	Widen	MD 197 Collington Road	MD 450	Kenhill Drive	2	2	2	4	2030 2050
238	CE2261	924	MS36A	FR5491	Construct/Widen	MD 180	Greenfield Drive	I-70 (west junction)	4	4	2	4	2035
239	CE1204	359	MS10B	PG9491	Widen	MD 201 Edmonston Rd. / Old Baltimore Pike	Cherrywood Lane	Ammendale Way	3	3	2/3	4	2045
240	CE1204	965	MS10E	PG9491	Construct/Widen	MD 201 Extended (Cedarhurst Dr.)	Muirkirk Road	US-1	3	3	2	4	2045
241	CE1207	175	MS18D	PG6541	Widen	MD 450 Annapolis Road	Stonybrook Drive	west of MD 3	2	2	2	4	2030 2035
242	T3542	516	same as MC15B	MO3441	Construct	Montrose Parkway	Randolph Road	East of Parklawn Drive	0	2	0	4	2020 2045
Frederick County													
Secondary													
243		648	MS36C	FR5491	Widen/Upgrade	MD 180 Ballenger Creek Pike	Ballenger Center Drive	Corporate Drive	3	2	2	4	2020 completed
244	CE3594	880	FS3		Expansion	Christopher's Crossing	Walter Martz Road	Thomas Johnson Drive	3	3	0 to 2	4	2020 2024
245	T5494	993	FS3A		Widen/Upgrade	Christopher's Crossing	Whittier Drive	Poole Jones Rd./Walter Martz Rd.	3	3	2	4	2024
246	CE1181	651	FS2a		Widen	Monocacy Boulevard	Schifferstadt Boulevard	Gas House Pike	3	3	2	4	2019 2020 completed
Montgomery County													
Secondary													
247	CE1577	199	MC43		Construct	Dorsey Mill Road Bridge over I-270	Century Blvd.	Milestone Center Dr.—Observation Dr.	0	3	0	4	2030 2040

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248	T3049	112	MC7A		Widen	Goshen Road South	South of Girard Street	1000 feet north of Warfield Road	3	3	2	4	2030-2040
249	T7503	11221			Widen	Little Seneca Parkway	MD355	Observation Drive	3	3	2	4	2035
250		113	MC12F		Widen	MD 118 Germantown Road Extended	MD 355	M 83 at Watkins Mill Road	2	2	3	4	2020
251	CE1229	161	MC14G		Widen	Middlebrook Road Ext.	MD 355	M 83	2	2	3	4	2045
252	3703	214	MC15B		Construct	Montrose Parkway East	Eastern Limit of MD 355/Montrose Interchange	Veirs Mill Road/Parkland Road Intersection	0	2	0	4	2045
253	T7503	11220			Construct	Extend Observation Drive	Waters Discovery Lane	West Old Baltimore Road	0	3	0	4	2035
254	T7503	11222			Construct	Extend Observation Drive	Little Seneca Parkway	Existing Observation Drive near Stringtown Road	0	3	0	2	2045
255	CE1236	119	MC34		Widen	Snouffer School Road	MD 124 Woodfield Road	Centerway Road	3	3	2	4	2021 completed
Urban													
256	T5986	423		501116-5	Construct	MD 187 Old Georgetown Road	MD 187 Old Georgetown Road	Nicholson Lane/Tilden Lane			0	6	2030
Prince George's County													
Secondary													
257	6367	361	PGS3a		Widen	Addison Road	Walker Mill Road	MD 214 Central Avenue	3	3	2	4	2026
258	CE1270	386	PGS5		Construct	Allentown Road Relocated	MD 210 Indian Head Highway	Brinkley Road		3		4	2028
259	CE1320	365	PGS73	PGS73	Widen	Ardwick Ardmore Road	MD 704	91st Ave.	4	4	2	4	2030
260	CE1272	388	PGS9a		Widen	Bowie Race Track Road	MD 450 Annapolis Road	Clearfield Road	4	4	2	4	2024
261	CE1277	140	PGS16a		Construct	Campus Way North	Lake Arbor Way	south of Lottsford Road	0	4	0	4	2023
262	CE1277	138	PGS16b		Construct	Campus Way North Extended	south of Lottsford Road	Evarts Drive	0	4	0	4	2020
263	CE1279	142	PGS18		Widen	Church Road	Woodmore Road	Central Ave. (MD 214)	4	4	2	4	2028
264	CE1280	143	PGS20a		Widen	Columbia Park Road	Cabin Branch Road	Columbia Terrace	4	4	2	4	2020
265	CE1288	162	PGS30a		Widen	Good Luck Road	MD 201 Kenliworth Avenue (east of)	Cipriano Road	4	4	2	4	2025
266	3132	163	PGS34B		Widen	Hill Road	Consideration Lane	MD 214 Central Avenue	4	4	2	4	2028

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267	T5806	165	PGS38b		Widen	Livingston Road	Piscataway Creek	Farmington Road	4	4	2	4	2025
268	CE1291	417	PGS38a		Widen	Livingston Road	MD 210 Indian Head Highway at Eastover	Kerby Hill Rd.	4	3	2	4	2028
269		213	PGS40a		Widen	Lottsford Road	Archer Lane	MD 193 Enterprise Road	3	3	2	4	2021 completed
270			PGS40b		Reduce Capacity - bike lanes	Lottsford Road	MD 202 (Landover Rd.)	Large Dr. West	3	3	6	4	2020
271	CE1295	360	PGP4a		Construct	MD 193 Greenbelt Road	Baltimore-Washington Parkway (ramp-te)		0	5	0	4	2025
272	CE1294	2	PGS42C		Widen	MD 223 Woodyard Road Relocated	Piscataway Creek/Floral Park Road	MD 4/Livingston Road	3	3	2	4	2017
273	CE1295	169	PGS44b		Widen	Metzerott Road	Adelphi Road	MD 193 University Boulevard	4	4	2	4	2020 completed
274	CE1297	173	PGS47		Widen	Oak Grove and Leeland Roads	MD 193 Watkins Park Road	US 301 Robert Crain Highway	4	4	2	4	2028
275	CE1299	649	PGS50		Widen	Old Branch Avenue	MD 223 Piscataway Road (north of)	MD 337 Allentown Road	4	4	2	4	2028
276		369	PGS51a		Widen	Old Gunpowder Road	Powder Mill Road	Greencastle Road	3	3	2	4	2018
277	CE2623	153	PGS55b		Widen	Ritchie-Marlboro Road	White House Road	Old Marlboro Pike	2	2	2	4	2028
278	CE1304	178	PGS58		Widen	Rosaryville Road	US 301	MD 223 Woodyard Road	3	3	2	4	2020
279	CE1309	181	PGS63		Widen	Sunnyside Avenue	US 1	MD 201 Kenilworth Avenue	4	4	2	4	2022
280	t3159	182	PGS64		Widen	Surrats Road	Beverly Ave.	Brandywine Rd	4	4	2	4	2025 Completed 2018
281	CE1314	187	PGS67a		Widen	Van Dusen Road	Contee Road	MD 198 Sandy Springs Road	3	3	2	4	2020
282		188	PGS68		Widen	Virginia Manor Road	Muirkirk Road	Old Gunpowder Road	4	4	2	4	2014 completed
283	CE1316	429	PGS69a		Widen	Walker Mill Road	Silver Hill Road	I-95	3	3	2	4	2028
284	CE2624	154	PGS91		Widen	Westphalia Road	MD 4 Pennsylvania Avenue	Ritchie Marlboro Road	2	2	2	4	2028
285		436	PGS40b		Construct	Woodmore Road	MD 193 Enterprise Road	Church Road	3	3	2	4	2025
Anne Arundel County													
286			AA14D		Widen	US 50	I-97	MD 2	1	1	6/8	8	2045
287					widen	I-97 HOV lanes	MD 32	US 50/301		2	4	6	2045
288			AA15A		Widen	I-295 with interchange at Hanover Road	I-195	MD 100	1	1	4	6	2035 2045
289			AA3E		Widen	MD 2	US 50	I-695 MD100			4	6	2035-2045

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290		AA4E		Widen	MD 3	MD 32 Waugh Chapel Road	MD 424-St. Stevens Church Road	2	2	4	6	2025-2024 Complete
291		AA4F		Widen	MD 3 NB	St. Stevens Church Road	MD 32	2	2	4	5	2030
292				Widen	MD 32 HOV?	I-97	Howard County Line		2	6	8	
293		AA6E		Widen	MD 100	Howard Co. Line I-97	I-97 MD 170		5/1	4	6	2035 2024 Complete
287		AA6E		Widen	MD 100	MD 170	MD 713					
288		AA6EA		Widen	MD 100	MD 713	Howard County Line			4	6	2024 Complete
289		AA36		Widen	MD170	Norcross Ln.	Wieker Road			2	4	2026
290		AA8B		Widen	MD 175	MD 170	295 BW Parkway-Reece Road		2	4	6	2025 2045
291		AA8D		Widen	MD 175	Reece Rd	Sellner Rd/Race Rd			4	6	2025
292		AA35		Widen	MD 177	MD 2	Lake Shore Dr.			2	4	2045
293		AA30		Widen	MD 198	MD 32	BW Parkway	2	2	2	4	2030-2035
294		AA37		Widen	MD 214	MD 424	Shoreham Beach Rd.			2	4	2045
295		AA34A		Widen	MD 713	MD 175	MD 176		2	2	4	2040 2045
Carroll County												
298		CA2A		Widen	MD 26	MD 32	Liberty Reservoir			4	6	2035 2050
		CA7		Widen	MD 27	Carroll County Line	Leishear Road			2	4	2040
299		CA4A		widen	MD 32	MD 26	Howard County Line		2	2	5 4	2040
300		CA5		Widen	MD 97	MD 140	Bachmans Valley Rd.		2	2	4 5	2035 2028
301		CA1B		Widen	MD 140	Sullivan Road	Market St.		1	6	8	2035 2050
Howard County												
302		HW1B		Widen	I-70	US 29	MD 32	±	±	4	6	2035
303		HW19		Widen	I-95 Peak period shoulder use	MD 32	MD 100	1	1	4	4+1	2035 2034
304		HW20		Widen	US 1	Howard/PG line	Howard/Balt. Co. line			4	6	2045
305		HW10B		Widen	US 29 NB	Middle Patuxent River	Seneca Dr.		5	4	6	2030
		HW23		Construct	US 29/Brokenland Parkway Interchange & North South Connector Rd.							2025
		HW3e		Widen	MD 32	Cedar Lane	Anne Arundel County Line Brook Bridge Rd.	-	±	4/6	8	2045
		HW3B		Widen	MD 32	MD 108	I-70		2	2	4	2021 2022 Completed
		HW3D		Widen	MD 32	I-70	Howard/ Carroll County Line River Rd.			2	4	2045
306		HW5F		Widen	MD 100	I-95	AA/Howard Line	1	1	4	6	2035 2045
307		HW6e		Widen	MD 108	Trotter Rd.	Guilford Rd.	2	2	2	4	2035
308		HW7C		Widen	MD 175	Oceano Ave	Howard/AA Col Line			2	4	2045 2040

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309			HW8B		Widen	MD 216	High School Access Rd.	Maple Lawn Blvd.		3	2	4	2015 completed
310			HW22		Widen	Marriotsville Road	US 40	MD 99			2	4	2025
311			HW14C		Widen	Snowden River Parkway	Oakland Mills Road	Broken Land Parkway		3	4	6	2023 2030
Calvert-St. Mary's MPO													
314	CE2246	644	MP9B	C-SMMPO	Construct Study	Thomas Johnson Bridge replacement	over the Patuxent River		2	2	2	4	2031 not coded
315			MP9C	C-SMMPO	Widen	MD 4 (in St. Mary's County)	Thomas Johnson Bridge	MD 235	2	2	2	4	2031 2032
316			NRS	C-SMMPO	Construct	MD 4/ MD 235 Interchange	in Lexington Park		2	2	--	--	2028 2032
317			MP9D	C-SMMPO	Widen	MD 4 (in Calvert County)	Thomas Johnson Bridge	Patuxent Point Parkway	2	2	2	4	2031 2034
318			NRS	C-SMMPO	Reconstruct	MD 5 Great Mills Project	MD 471 Indian Bridge Road	MD 246 Great Mills Road			2	2	2026 2030
VDOT													
Federal Lands													
319	CE3061- CE3791	433- 32610	FED3A		Construct	Manassas National Battlefield Park Bypass	US 29 West of Centreville-Lee Highway at Pageland Lane	East of Gainesville, via 234 Bull Run Drive	0	1	0	4	2040
320	CE3061- CE3791	434- 32611	FED3B		Remove/Close	US 29 Lee Highway	Pageland Lane	Bridge over Bull Run Paddington Lane	2	2	2/4	0	2040
321	CE3061- CE3791	435- 32612	FED3C		Remove/Close	VA 234 Sudley Road	Southern Park Boundary Battleview Parkway	Sudley Springs (north of park)- Featherbed Lane			2	0	2030 2040
Interstate													

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VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

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	PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
322	CE1759	399	VI1AJ	81009	Construct	I 66 Vienna Metro Station bus ramp (duplicate project with ConID 759, below)	Transit Ramps- from EB & to WB	-@Vaden Dr.	1	1	0	2	2022 completed
323	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	2022 completed
324	CE3448- T6540	718	VI1Y	105500	Widen / Revise Operations	I-66	I-495	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	2022 completed

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VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

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	PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
325	CE3448-T6540	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)	2022 completed
326	CE3448-T6540	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	3 general purpose + 2 HOT in each direction	2022 completed
327	CE3448-T6540	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 during peak period	3 general purpose+ 2 HOT in each direction (+1 Auxiliary each direction between US 29 and VA 234 Bypass only)	2022 completed

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	PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
328	CE3448 T6540	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 + 1 HOV in peak direction during peak period	3 general purpose+ 2 HOT in each direction (+1 Auxiliary each direction between US 29 and VA 234 Bypass only)	2040 2024
329	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	2022 completed
330	CE3484	863	VI1X2		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
331	CE3448	7221			Study	I-66 Revise Operations by 2024	I-495	US 29 near Rosslyn			HOT 3 in peak direction during peak period	HOT 3 in both directions during peak period	not coded
332	CE3484	788	VI1XB		Construct/Widen	I 66 Eastbound	VA 267 DTR	Washington Blvd. Off-Ramp	1	1	3	4	2040 2020 completed
333	CE3484	789	VI1XC		Construct/Widen	I 66 Eastbound	Washington Blvd. Off-Ramp	North Fairfax Drive	1	1	2	3	2040 2020 completed
334	CE3484	786	VI1XD		Construct/Widen	I 66 Westbound	Sycamore Street	Washington Blvd. On-Ramp	1	1	2	3	2040 2020 completed
335	CE3448 T6540	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 completed

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336	CE3448-T6540	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 completed
337	CE3448-T6540	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 completed
338	CE3448-T6540	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 completed
339	CE3448-T6540	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 completed
340	CE3448-T6540	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	@Vaden Dr.	1	1		Bus / HOV-3 / HOT from proposed Express Lanes	2022 completed
341	CE3448-T6540	983	I66R43		Remove	I-66 ramp	remove existing EB on-ramp from Saintsbury Dr. at Vaden Dr.						2022 completed
342	CE3448-T6540	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 completed
343	CE3448-T6540	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 completed
344	CE3448-T6540	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 completed
345	CE3448-T6540	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 2024
346	CE3448-T6540	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 Movements in both directions 24 hrs/day	2040 2024

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347	CE3448-T6540	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 Movements in both directions 24 hrs/day	2022 completed
348	CE3448-T6540	769	I66R17 I66R18		Revise Operations	I-66 Express Lanes Interchange Ramps	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 completed
349	CE3448-T6540	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 completed
350	CE3448-T6540	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 completed
351	CE3448-T6540	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 completed
352	CE3448-T6540	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 completed
353	CE3448-T6540	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 completed
354	CE3448-T6540	916	I66R61		Construct	I-66 Express Lanes Interchange ramps	SB HOV to WB Expr	Route 28 Interchange	0	1	0	1	2040 2024
355	CE3448-T6540	917	I66R45		Construct	I-66 flyover ramp	EB general purpose to EB Express Lanes	.65 miles east of VA Bus 234	0	1	0	1	2022 completed
356	CE3448-T6540	920	I66R46		Construct	I-66 flyover ramp	WB Express Lanes to WB general purpose	.65 miles east of VA Bus 234	0	1	0	1	2022 completed
357	CE3448-T6540	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 completed

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358	CE3448-T6540	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 2024
359	CE3448-T6540	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 2024
360	CE3448-T6540	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 completed
361	CE3448-T6540	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 2024
362	CE3448-T6540	785	VSP49C		Construct	I-66 Express Lanes Access Connector Road	Heathcote Boulevard Extension	John Marshall Highway (VA 55)	0	1	0	1	2040 2024
363	CE2147	270	VI2AC		Reconstruct	I-95 Interchange	VA 613 Van Dorn Street		1	1			2030
364	CE3556				Construct	I-95 HOT lanes ramp	.25 miles south of Russell Road (Exit 148)	Russell Road	0	1	0	1	2022 2023 completed
365	CE2667	378	BRAC	BRAC0005	Construct	I 95 NB Off Ramp at Newington	I-95 NB	Fairfax County Parkway NB	1	1	0	1	2020 completed
366	CE2668	8	BRAC0004 / VI2ra		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 2023 completed
367		16	VI2r43a		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 completed
368		18	VI2r45a		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 completed
369	T6682	969	VI2X		Construct	I-95 Auxiliary Lane SB	VA 123	VA 294	1	1	0	1	2022 2023 completed
370	CE3697-T11510	1011	VI2R48		Construct	I-95 Opitz Drive Reversible Ramp	I-95 Express Lanes at Opitz Drive	Opitz Drive	1	1	0	1	2022 2024
371	CE3811	28920			Widen/Revise Operations	I 95 Express Lanes- bi-directional operation	Turkeycock Run I-95/Springfield Interchange	Opitz Blvd.	1	1	reversible	bi-directional : 3 lanes peak direction, 2 lanes off-peak direction	2030

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372	CE3811	38801			Widen/Revise Operations	I 95 Express Lanes- new northbound and southbound access ramps to serve bi-directional operation			1	1			2030
373	CE3814	24840 28929			Construct	I-95/I-495 Express Lanes I-95/I-495 Southside Express Lanes (SEL)	Springfield Interchange East of Springfield Interchange	MD 210 West of I-295	1	1	varies	+2 express in each direction	2031
373a	CE3814				Construct	I-95/I-495 Southside Express Lanes (SEL)	I-295 Interchange	East of MD 210	1	1	varies	+1 express in each direction	2031
374	CE3814	24840 28929			Construct	I 95/I 495 Express Lanes access ramps	Van Dorn St., US 1, I-295, and MD 210		1	1			2031
375	CE3813	28925			Revise Operations	I 95 Express Lanes- truck access	I-95/Springfield Interchange Turkeycock Run	I-95/Route 17 Exit	1	1			2030
376	CE3812	28921			Revise Operations	I 495 Express Lanes- truck access	I-95/I-395 Interchange	American Legion Bridge	1	1			2030
377	CE3272	20	VI41aux1		Widen	I 495 Capital Beltway NB Auxiliary Lane	North of Hemming Ave. Underpass	Braddock Road Off Ramp	1	1	4+2	5+2	2030
378	CE3272	21	VI41aux2		Widen	I 495 Capital Beltway SB Auxiliary Lane	Braddock Road On Ramp	North of Hemming Ave. Underpass	1	1	4+2	5+2	2030
379	CE3272	22	VI41aux3		Widen	I 495 Capital Beltway NB Auxiliary Lane	Braddock Road On Ramp	VA 236 Off Ramp	1	1	4+2	5+2	2030
380	CE3272	24	VI41aux5		Widen	I 495 Capital Beltway NB Auxiliary Lane	VA 236 On Ramp	Gallows Road Off Ramp	1	1	4+2	5+2	2030

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381	CE3272	25	VI4Iaux6		Widen	I 495 Capital Beltway SB Auxiliary Lane	Gallows Road On Ramp	VA 236 Off Ramp	1	1	4+2	5+2	2030
382	CE3272	29	VI4Iaux10		Widen	I 495 Capital Beltway NB Auxiliary Lane	US 50 On Ramp	I 66 Off Ramp	1	1	5+2	6+2	2030
383	CE3272	32	VI4Iaux13		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
384	CE3272	35	VI4Iaux16		Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 123 On Ramp	VA 7 Off Ramp	1	1	5+2	6+2	2030
385	CE3272	38	VI4Iaux19		Widen	I 495 Capital Beltway NB Auxiliary Lane	VA 267 On Ramp	VA 193 Off Ramp	1	1	4+2	5+2	2025
386	CE3272	39	VI4Iaux20		Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 193 On Ramp	VA 267 Off Ramp	1	1	4+2	5+2	2035
387	CE2069-T11577	999	VI4IRMP1		Construct	I-495 Express Lanes On-Ramp	Dulles Connector Road WB	I-495 Express Lanes NB	0	1	0	1	2025-2026
388	CE2069-T11577	1001	VI4IRMP2		Construct	I-495 NB Exchange Ramp	I-495 NB GP Lanes at Dulles Toll Road	I-495 NB Express Lanes	0	1	0	1	2045-2026
389	CE2069-T11577	1002	VI4IRMP3		Construct	I-495 SB Exchange Ramp	I-495 SB GP Express Lanes at Dulles Toll Road	I-495 SB GP Lanes	0	1	0	1	2045-2026
390	CE2069-T11577	40	VI4K		Construct	I 495 Capital Beltway HOT Lanes	American Legion Bridge	George Washington Parkway (south of)	1	1	8	8+4	2025-2026
391	CE2069-T11577	41	VI4KA		Construct	I 495 Capital Beltway HOT Lanes	George Washington Parkway (south of)	Old Dominion Drive (south of)	1	1	8	8+4	2025-2026
392	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	2035-2013 completed
393	CE3186	519	VI4IRMP6		Construct	I 495 Capital Beltway Interchange (Phase IV)	Provide SB HOT to EB HOV	at VA 267 Dulles Toll Road	1	1			2035-2013 completed

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394	CE3186	519	VI4IRMP5		Construct	I 495 Capital Beltway Interchange (Phase IV)	Provide EB DTR to NB HOT	at VA 267 Dulles Toll Road	1	1			2025 2013 completed
395	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	2045 2013 completed
396	CE3186	520	VI4IRMP7		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	2045 2013 completed
397	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	2035 2013 completed
398	CE3680	991	VP21G		Widen	Dulles Greenway - eastbound only	Toll Plaza	Dulles Toll Road	1	1	2	3	2019 completed
399	CE3838	38420			Study	Dulles Toll Road Cleveland Ramp	SB I-495 off ramp 19A	Scotts Run Crossing	1	1	1/2	2/3	not coded
400	CE3671	970	VP15F		Widen	VA 267 Dulles Toll Road - eastbound only	Dulles Greenway	Centreville Rd. off-ramp	1	1	4	5	2019 completed
401	CE3152	534	VP15E		Construct	VA 267 Dulles Toll Road Ramp	New Boone Boulevard Extension at Ashgrove		0	1	0	2	2037 2040
402	CE3153	535	VP15B		Construct	VA 267 Dulles Toll Road Ramp	Greensboro Drive @ Tyco Road		0	1	0	2	2036 2040
403	CE1965	236	MW1	MW1	Widen	Dulles Airport Access Road	Dulles Airport	VA 123 I-495 Capital Beltway	1	1	4	6	2030 2040
Primary													
404	CE3291	549	VP1AH	90339	Widen	US 1 Richmond Highway	Fuller Road	Stafford County Line	2	2	4	6	2040
405	CE2594 T6692	631	VP1AD	90339	Widen	US 1 Fraley Blvd. (Town of Dumfries)	Brady's Hill Road	VA 234 Dumfries Road	2	2	4	6	2025 2030
406	CE2594	632	VP1ADA		Widen	US 1 Richmond Highway	VA 234 Dumfries Road	Cardinal Drive/Neabsco Road	2	2	4	6	2030 2050
407	CE3180	85	VP1AG		Widen	US 1 Richmond Highway	Annapolis Way	Pehick Road Telegraph Rd.	2	2	4	6	2035 2045
408	CE1942 T6443	322	VP1U		Widen	US 1 Richmond Highway	Mt. Vernon Memorial Highway	VA 626 Sherwood Hall Ln	2	2	4	6	2028
409	CE3173	84	VP1AF	104303	Widen	US 1 Richmond Highway	Featherstone Road	Mary's Way	2	2	4	6	2022
410	CE2161 T6310	239	VP1P	94102	Widen	US 1 Richmond Highway	Mary's Way	Annapolis Way	2	2	4	6	2019 completed
411	CE2161	634	VSP63	100938	Construct	Belmont Bay Drive Extension	US 1	Heron's View Way			0	4	2025 2022 completed

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412	CE3331-T6618	653	VP2P	111666	Construct	VA 7 Interchange	At VA 690		2	2	0	4	2025-2027
413	CE3733		VP2JB		Widen	VA 7	VA 9	West Market St.	2	5	5	6	2030
414	CE1870	86	VP2JA	16006	Widen	VA 7 Bypass	VA 7 West Dulles Greenway	US 15 South King Street South-VA7/US15 interchange	5	1	4	6	2040
415	CE1870	299	VP2J	16006	Widen	VA 7 Bypass	US 15 South King Street	VA7/US 15 East	5	±5	4	6	2040-2030
416	CE2105 T6539	221	VP2M		Widen	VA 7	Reston Avenue	Jarrett Valley Dr.	2	2	4	6	2024 completed
417	CE2105	628	VP2Lb		Widen	VA 7 Leesburg Pike	VA 123 Chain Bridge Road	I-495 Capital Beltway	2	2	6	8	2030-2035
418	CE3161	87	VP2N		Widen	VA 7 Leesburg Pike	I-495	I-66	2	2	4	6	2030
419	CE2175	347	VP2B	TBD	Widen	VA 7	Seven Corners	Bailey's Crossroads	2	2	4	6	2030-2040
420	CE3792	36461			Construct	VA 7 Seven Corners Ring Road	West side of interchange on Route 50	East side of interchange on Route 50			0	4	2045
421	CE3162		VP4EA		Widen	US 15 James Madison Highway Overpass	US29 Lee Highway	Haymarket Dr	3	3	2	4	2040
422	CE3162		VP4EC		Widen	US 15 James Madison Highway Overpass	1200' S of RR tracks	1000' N. of RR tracks	3	3	2	4	2030
423	CE3738-CE3608	881	VP4G-VP4GA		Widen	US 15	Battlefield Parkway	Montresor Road Whites Ferry Road	2	2	2	4	2026-2027
424	CE3738-CE3608	881-27163	VP4G VP4GB		Widen	US 15	Battlefield Parkway Whites Ferry Road	Montresor Road	2	2	2	4	2026-2029
425	CE2045	88	VP6H		Widen	VA 28	Fauquier County Line	VA 652 Fitzwater Drive	3	3	2	4	2040-2045
426	CE2045	309	VP6KA	105198	Widen	VA 28	VA 652 Fitzwater Drive	VA 215 Vint Hill Road	3	3	2	4	2019 completed
427	CE2045 T12001	326	VP6MA	96721	Widen	VA 28 Nokesville Road	Godwin Drive	Manassas City limits	3	2	4	6	2019 completed
428	CE2045	89	VP6K	105428	Widen	VA 28 Nokesville Road	Manassas City limits	VA 619 Linton Hall Road	3	3	4	6	2022 completed

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VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

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	PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
429	CE1734	1037	VP6EDD		Convert	VA 28 PPTA Phase II - HOV	I-66	Westfields Blvd	5	5	8+2 aux	6+2 aux + 2 HOV	2040
430	CE1734	873	VP6EDE		Convert	VA 28 PPTA Phase II - HOV	Westfields Blvd	Dulles Toll Road	5	5	8	6+2 HOV	2040
431	CE1734	791	VP6EAA		Widen	VA 28 PPTA Phase II	I 66	Westfields Blvd	5	5	6	8+ 2 aux	2021 completed
432	CE1734		VP6EAB		Widen	VA 28 PPTA Phase II	Westfields	US 50	5	5	6	8	2025-2023 completed
433	CE1734		VP6EBB		Widen	VA 28 PPTA Phase II	US 50	Sterling Blvd.	5	5	6	8	2016 completed
434	CE1734	310	VP6ECC	106651	Widen	VA 28 PPTA Phase II	Sterling Blvd.	VA 7	5	5	6	8	2025 2023 completed
435	CE3479-T6450	737	VP6N	108720	Widen	VA 28 Centreville Road	US 29	Prince William County Line	2	2	4	6	2023 completed
436	CE1865	995	VP6O		Construct	VA 28 Manassas Bypass	VA 234 Sudley Road	VA 28 Centreville Road in the vicinity of Bull Run	0	5	0	4	2025-2029
437	CE3383	730		105482	Study	VA 28	US 29	Liberia Avenue					Not Coded
438	CE1956	620	VP7s		Widen	US 29 (add NB lane)	I-66-US 55 (John Marshall Highway)	Entrance to Conway Robinson MSF-Pageland Lane	3	2	4	5 6	2030 2048
439	CE1933	349	VP7AA		Widen	US 29	ECL City of Fairfax (vic. Nutley St.)	Espana Court	2	2	4	6	2040
440	CE1933	625	VP7AB		Widen	US 29	Espana Court	I-495 Capital Beltway	2	2	4	6	2040
441	CE3474 T6604	731	VP7T		Widen	US 29 Lee Highway	VA 659 Union Mill Road	Buckleys Gate Drive	2	2	4	6	2024 2027
442	CE2182	319	VP8H		Widen	US 50	ECL City of Fairfax	Arlington County Line	2	2	4	6	2035 2040
4423	CE3739	2500	VP25		Construct	US 50 North Collector Road / Tall Cedars Parkway Extension	Tall Cedars Parkway	VA 28/ Air and Space Museum	0	2	0	4	2029 2033
444	CE3694	997	VP16		Widen	VA 55	Route 29	Fayette St.			2	4	2028
445	CE1723 CE2161	245	VP10G	100938	Widen	VA 123	US 1	Annapolis Way Occoquan River	2	2	4	6	2025 2045
446	CE1784	235	VP10H		Widen	VA 123 Ox Road	Hoopes Rd. -Weatherly Way	Fairfax Co. Parkway	2	2	4	6	2030-2045

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VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

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447	CE1784	337	VP10F	1784	Widen	VA 123 Ox Road	Fairfax Co. Parkway	Burke Center Parkway	2	2	4	6	2030
448	CE1856	300	VP10R		Widen	VA 123	Burke Center Parkway	Braddock Road	2	2	4	6	2030
449	CE3159	95	VP10S		Widen	VA 123	VA 677 Old Courthouse Road	VA 7 Leesburg Pike			4	6	2030 2040
450	CE3376	595	VP10T		Widen	VA 123 Chain Bridge Road	VA 7 Leesburg Pike	I 495 Capital Beltway	2	2	6	8	2030 2040
451	CE3698	1015	VP10U		Widen	VA 123	VA 267 Dulles Access Road	VA 634 Great Falls Street	2	2	4	6	2030 2040
452	CE3371	590	VP24B		Widen	VA 215 Vint Hill Road	Kettle Run Drive	VA 1566 Sudley Manor Drive	4	4	2	4	2020 completed
453	CE3641 T6617	934			Widen	VA 234 Sudley Road	Grant Road	Godwin Drive	2	2	2	3	2024 2025
454	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
455	CE3177	678		105420/T14 3 T20906	Construct	VA 234 Bypass Interchange	Balls Ford Road Relocated						2022 completed
456	CE3178	660		T5665	Construct	VA 234 Bypass Interchange	Dumfries Road/Brentsville Road						2024
457	CE1760	311	VP13A		Widen	VA 236	Pickett Road	I-395	2	2	4	6	2035
458	CE2106 CE3843	96 30872	VSF25ea	57167	Widen	VA 286 Fairfax County Parkway	Sunrise Valley	Rugby Road	5	5	4	6	2035 2045
459	CE2106 T6520	320- 30083	VSF25GC		Widen	VA 286 Fairfax County Parkway	US 29	VA 123 Ox Road Nomes Ct.	5	5	4	6	2030 2027
460	CE2106 T13567	320- 29720	VSF25GB		Widen	VA 286 Fairfax County Parkway	VA 123 Ox Road Nomes Ct.	VA 123 Ox Road	5	5	4	6	2030 2028
461	CE3841	30685	VSF25GA		Widen	VA 286 Fairfax County Parkway	VA 123	Sydenstricker Road	5	5	4	6	2040 2045
462	CE2718	408	VSP23d		Widen	VA 294 Prince William County Parkway	VA 776 Liberia Avenue	VA 642 Hoadly Road	2	2	4	6	2040

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VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

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PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date	
463	CE3151-CE3154	106-1033	VP15CD	Construct	Collector-Distributor Rd Westbound (parallels Dulles Toll Rd.)	Route 7 Leesburg Pike	VA 828 Wiehle Avenue	0		0	+1	2037	
464	CE3154	107	VP15CDE	Construct	Collector-Distributor Rd Eastbound (parallels Dulles Toll Rd.)	VA 828 Wiehle Avenue	Route 7 Leesburg Pike	0		0	+1	2036	
465	CE3154-CE3151	1033	VP15CD2	Construct	Collector-Distributor Rd Westbound (parallels Dulles Toll Rd.)	Route 7 Leesburg Pike	Spring Hill Rd.			0	+2	2035-2040	
466	CE3151	1032	VP15CDE2	Construct	Collector-Distributor Rd Eastbound (parallels Dulles Toll Rd.)	Spring Hill Rd.	Route 7 Leesburg Pike			0	+2	2035-2040	
Urban													
467	CE2139	313	VU28B	100518	Construct	Battlefield Parkway	US 15 south of Leesburg	Dulles Greenway	0	2	0	4	2020 completed
468	CE3222	52	VU30F	50100 5100	Widen/Reconstruct	East Elden Street	Monroe Street	Fairfax County Parkway	3	2	4	6	2026-2029
469	CE1783	328	VU52	77378	Widen	Eisenhower Avenue	Mill Road	Holland Lane	3	3	4	6	2023 completed
470	CE3851	34662			Construct Study	Euclid Avenue	current terminus	Centreville Rd.			0	2	2040 not coded
471	CE3286	681	VU56		Construct	Farrington Avenue	Van Dorn Street at Eisenhower Avenue	Edsall Road	0	4	0	2	2034
472	CE3858				Construct	South Street (Fairfax City)	University Dr.	Chain Bridge Rd.	0	4	0	2	2029
473	CE1952-T6537	267-25140	VU10B		Widen/Reconstruct	Spring Street	Herndon Parkway (East)/Spring Street	Fairfax County Parkway Interchange	3	2	4	6	2024
474	CE2073-T6203	232	VU33	102895	Widen	Sycolin Road	VA7/US 15 Bypass	SCL of Leesburg	4	4	2	4	2027-2021 completed
Secondary													
Arlington County													
475	CE2830	411	AR17a		Widen	Washington Boulevard	Wilson	Kirkwood	3	3	3	4	2022 completed
476	CE3677	987	AR30		Convert to 2-way	27th Street South	US-1	Crystal Drive	4	4	4	4	2019 completed
477	CE3678	988	AR31		Demolish	South Clark Street	12th Street South	20th Street South	4	0	2	0	2019 completed
478	CE3826	29341			Convert to 2-way	North Fort Myer Dr.	North Nash St.	North Fairfax Drive					2031
479	CE3847	31420			Reduce Capacity	Potomac Ave	South Glebe Road	Arlington /Alexandria Line	4	4	4	3	2028
Fairfax County													

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VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

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480	CE1849	336	FFX2a		Widen	VA 602 Reston Pkwy.	VA 5320 Sunrise Valley Dr. South Lakes Dr.	VA 5320 Sunrise Valley Dr. Dulles Toll Rd.	3	3	4	6	2040 2045
481	CE1849		FFX2ab		Widen	VA 602 Reston Pkwy.	VA 5320 Sunrise Valley Dr. Dulles Toll Rd.	Sunset Hills Road	3	3	4	6	2000 completed
482	CE1849	4041	FFX2b		Widen	VA 602 Reston Pkwy.	New Dominion Parkway	VA 606 Baron Cameron Avenue	3	3	4	6	2040
483	CE3475	732	VSF44		Widen	VA 608 Frying Pan Road	VA 28 Sulley Road	VA 657 Centreville Road	3	3	2	4	2030 2045
484	CE2186	218	VSF4ca	218	Widen	VA 611 Telegraph Road	Leaf Road North	VA 635 Hayfield Road	3	3	2	4	2040 2045
485	CE2186	298	VSF4i	298	Widen	VA 611 Telegraph Road	VA 635 Hayfield Road	VA 613 (Van Dorn St.) Kings Highway	3	3	2	4	2040 2045
486	CE2186	62	VSF4h	11012	Widen	VA 611 Telegraph Road	VA 613 S. Van Dorn	VA 644 Franconia Road	3	3	2	3	2040 2045
487	CE3275	63	VSF15b		Construct	VA 613 Van Dorn Interchange	VA 644 Franconia Road		0	0	0	0	2035
488	CE2158	301	VSF8g		Widen	VA 620 Braddock Road	VA 286 Fairfax County Parkway	VA 123 Ox Road	3	3	4	6	2040 2045
489	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
490	CE3478	736	VSF45		Widen	VA 636 Hoes Road	VA 286 Fairfax County Parkway	VA 600 Silverbrook Road	3	3	2	4	2025 2035
491	CE1936 T6247	302	VSF10a		Widen	VA 638 Rolling Road	Viola St.	VA 644 Old Keene Mill Road	3	3	2	4	2026
492	CE3301	586-31368	VSF10E	102905	Widen	VA 638 Rolling Road	Rt 5297 DeLong Drive	Virginia Dr.	3	3	2	4	2035 2045
493	CE1859	217	FFX11a		Widen	VA 645 Stringfellow Road	US 50	VA 286 Fairfax County Parkway	3	3	2	4	2040
494	CE3156	64	VSF37a		Widen	VA 650 Gallews Road	VA 7 Leesburg Pike	VA 699 Prosperity Ave.	2	2	4	6	2038
495	CE2833	65	VSF33a- Study		Widen	VA 651 Guinea Road	VA 6197 Roberts Parkway	VA 4807 Pommeroy Drive	3	3	2	4	2040 not coded
496	CE1748	255	FFX12a		Construct	VA 651 New Guinea Road	VA 123 Ox Road	Roberts Road	0	3	0	4	2040
497	CE3442	688	VSF17b		Construct	VA 655 Shirley Gate Road	VA 286 Fairfax County Parkway	VA 620 Braddock Road	0	3	0	4	2030 2028
498	CE1939	346	VSF18C	74749	Widen	VA 657 Centreville Road	VA 8390 Metrotech Dr.	VA 668 McLearn Road	3	3	4-2	6-4	2040 2009 completed

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499	CE3150	66	VSF42		Construct	Boone Boulevard Extension	VA 123 Chain Bridge Road	Ashgrove Lane			0	4	2036 2045
500	CE3832	29880	VSF46	724	Construct	Fairbrook Drive	Herndon Parkway	Spring Street	0	4	0	4	2035
501	CE3460	724	VSF46	724	Construct	VA 2677 Frontier Drive	Franconia-Springfield Transportation Center	VA 789 Loisdale Road	0	4	0	4	2030 2032
502	CE3155	69	NRS		Construct	Greensboro Drive WB	Spring Hill Road	Tyco Road	0	4	0	2	2034
503	CE3158	68	VSF43		Widen	Magarity Road	VA 7 Leesburg Pike	VA 694 Great Falls Street			2	4	2037
504	CE3609-T6665	882	VSF48		Construct	Davis Dr. Bridge Rock Hill Road Overpass	VA 5320 (Sunrise Valley Dr.)	VA 209 (Innovation Avenue)	0	4	0	4	2030 2032
505	CE3792				Construct	Seven Corners Ring Road	US 50 west of VA 7	VA 7 East of US 50	0		0	4	2045
506	CE3450 T6583	722	VSF49	112479	Construct	Soapstone Drive 4-Lane Overpass	Sunrise Valley Drive	Sunset Hills Road	0	4	0	4	2027 2034
507	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
508	CE3060	442	VSF41	103907	Construct/Widen	VA 8102 Scotts Crossing Rd	VA 123 Dolly Madison Blvd	Jones Branch Dr			0/2	4	2018 completed
Loudoun County													
509		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 completed
510	CE3845				Widen	VA 606 Sterling Rd. Old Ox Road	Shaw Rd.	Rock Hill Road	3	3	4	6	2045
511		566	VSL10E		Widen	VA 607 Loudoun County Parkway	US 50	VA 606 at new Arcola Blvd.	3	3	4	6	2030
512		275	VSL10bb		Widen/Upgrade	VA 607 Loudoun County Parkway	W&OD Trail	Redskin Park Drive	4	3	4	6	2025
513	CE3736-CE3315	2493	VSL10F		Widen	VA 607 Loudoun County Parkway	Shellhorn Road	Ryan Road	3	3	4	6	2022 2023 completed
514	CE3604	890	VSL2C		Widen	VA 620 Braddock Rd	VA 659	Fairfax County Line	3	3	2	4	2025 2030

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515	CE3605	889	VSL2D		Widen	VA 620 Braddock Rd	VA 659	Royal Hunter Drive	4	4	2	4	2025
516	CE3312	580	VSL62A		Widen/Construct	Arcola Mills Dr. (formerly VA 621 Evergreen Mills Road) (Western-Segment)	VA 842 Arcola Boulevard Stone Springs Blvd.	VA 659 Belmont Ridge Road Loudoun County Parkway	4	4	2	4	2025 2050
517	CE2209 T6346	335	VSL45		Study Widen	VA 643 Sycolin Road	Leesburg Town Limits Loudoun Center Place	Crosstrails Boulevard	3	3	2	4	not coded 2030
518	CE3502	827	VSL65		Construct	VA 643 Shellhorn Extended	VA 606 Loudoun County Parkway	VA 634 Moran Road	0	4	0	4	2023 2027
519	CE3499-T6659	825	VSL64		Construct	VA 645 Westwind Drive Extended	VA 607 Loudoun County Parkway	VA 606 Old Ox Rd.	0	4	0	4	2026
520	CE3734-CE3607	883	VSL66		Widen	Croson Ln	Claiborne Parkway	Mooreview Pkwy	4	4	2	4	2025 2027
521	CE1897	72	VSL4ac	76244 & 99481	Widen	VA 659 Belmont Ridge Road	VA 7 Leesburg Pike	VA 267 Dulles Greenway	4	3	2	4	2018 completed
522	CE1897	746	VSL4AD		Widen/Upgrade	VA 659 Belmont Ridge Road	VA 645 Croson Lane Truro Parish Dr.	VA 267 Dulles Greenway	4	3	2	4	2017 completed
523	CE1897		VSL4AE		Widen/Upgrade	VA 659 Belmont Ridge Road	VA 645 Croson Lane	VA 645 Croson Lane Truro Parish Dr.	4	3	2	4	2023 2024
524	CE1897	2523	VSL4G		Widen	VA 659 Belmont Ridge Road	Arcola Mills Drive	Shreveport Drive			2	4	2028 2020 completed
525	CE1818	297	VSL4f		Widen	VA 659 Gum Spring Rd.	Prince William County Line	VA 620 Braddock Road	4	4	2	4	2035 2022 completed
526	CE3306-CE3307-CE3308	573 574-575	VSL61		Construct	VA 842 Arcola Boulevard (Southern-Segment)	US 50	VA 607 Loudoun County Parkway Arcola Mills Dr.	0	4	0	4	2022 2024
527	CE3067	76	VSL40F	102858	Construct	VA 901 Claiborne Parkway	VA 645 Croson Lane	VA 772 Ryan Road	0	4	0	4	2019 completed
528	CE3309	576	VSL63		Construct	VA 774 Creighton Road (completion of eastern end)	Northstar Boulevard	VA 621 Evergreen Mills Road	0	4	0	4	2020 completed
529	CE3735	2491	VSL56A		Construct	Crosstrail Boulevard	VA 625 Sycolin Road	Dulles Greenway	0	4	4	4	2026 2028
530	CE3313 & CE3314	564 & 565	VSL67A		Construct	Dulles West Blvd. Phase I & Phase II	Loudoun County Parkway	Arcola Blvd	0	4	0	4	2022 Complete

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531	CE2582-T6602	1031-1013	VSL67B		Construct	Dulles West Blvd. Phase III	Arcola Blvd	Northstar Dr.	0	4	0	4	2025-2027
532	CE3320	30947			Construct	Lockridge Road West	Prentice Dr.	Waxpool Road	0	4	0	4	2030
533	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 completed
534	CE3318-T6634	570	VP12R	106994	Construct	VA 3171 Northstar Boulevard (Missing Link #79)	Evergreen Mills Rd (formerly Shreveport Drive)	US 50	0	3	0	4	2022-2025
535	CE3737-T12002	2495	VP12S		Construct	Northstar Boulevard	Tall Cedars Parkway	Braddock Road	0	3	0	4	2028
536	CE3320	572	VSL59		Construct	Prentice Drive (Western Segment)	VA 607 Loudoun County Parkway	Loudoun Station Drive	0	4	0	4	2026-2030
537	CE3321	556	VSL59-VSL59A		Construct	Prentice Drive (Eastern Segment)	VA 789 Lockridge Road	VA 607 Loudoun County Parkway	0	4	0	4	2026-2031
538	CE3501-T6662	826	VSL48B		Construct	Riverside Parkway	VA 607 Loudoun County Parkway	Ashburn Village Boulevard Extension	0	4	0	4	2022 completed
539	CE3324	559	VSL49B		Construct	Russell Branch Parkway (Western Segment)	VA 659 Belmont Ridge Road	Tournament Parkway	0	4	0	4	2024-2050
540	CE3329	562	VSL60	105783	Construct	Williamson Blvd	VA 1036 Pacific Boulevard	VA 634 Moran Road	0	4	0	4	2025
541	CE3332	555		87106	Widen	VA 2119 Waxpool Road	VA 2070 Demott Road	VA 2020 Ashburn Village Boulevard	4	4	2	4	2018 completed
Prince William County													
542	CE3187	82	VSP2i	92999	Widen	VA 619 Fuller Road	US 1	VA 619 Fuller Heights Road Relocated			2	4	2025
543	CE3693	996	VSP3D		Widen	VA 621 Devlin Road	Linton Hall Road	Wellington Road			2	4	2028
544	CE2357-T6623	79	VSP3b	80347	Widen/Upgrade	VA 621 Balls Ford Road	Sudley Rd	Doane Drive	4	3	2	4	2022-2023 completed
545	CE2357-T6623	690	VSP64			VA 621 Balls Ford Road Relocated	Doane Drive	Devlin Road	0	3	0	4	2022-2023 completed
546	CE3372	591	VSP66		Construct	VA 627 Van Buren Road	VA 234 Dumfries Road	VA 610 Cardinal Drive	0	4	0	4	2040

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547	CE3374-T6541	593	VSP65	107947	Widen	VA 638 Neabsco Mills Road	US 1 Jefferson Davis Highway	Smoke Ct.	3	3	2	4	2023
548		376	VSP5e	103484	Widen	VA 640 Minnieville Road	VA 643 Spriggs Road	VA 234 Dumfries Road	3	3	2	4	2018 completed
549	CE3695	998	VSP17C		Widen	VA 674 Wellington Road	University Boulevard	VA 621 Devlin Road/Balls Ford Road	3	3	2	4	2028
550	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	2025-2045
551	CE2145	338 589	VSP17b		Widen	VA 674 Wellington Road	VA 234 Bypass Prince William Parkway	VA 668 Rixlew Lane	3	3	2	4 6	2035-2045
552	CE1754	308	VSP18	VSP18	Widen	VA 676 Catharpin Rd.	VA 55 John Marshall Highway	Heathcote Blvd.	3	3	2	4	2020 2040
553	T13568	35060			Construct	Connor Dr.	Euclid Ave.	Manassas Drive / Railroad Drive	0	4	4	2	2030
554	CE3754	3520			Study	HOV lanes on Dale Blvd/PW Pkwy/Minnieville Rd	Dale Blvd / PW Pkwy / Minnieville Rd						not coded
555	CE3789	32563			Reduce Capacity - bike lanes	Graham Park Road	Old Triangle Road	Purvis Dr.	4	4	4	2	2030
556	CE2876	4123	VU14B		Widen	Liberia Avenue	VA 28	Richmond Avenue			4	6	2025-2027
557	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
558	CE3308	32540			Widen	VA 704 Pageland Road	VA 234 Sudley Road	US 29			2	4	2045
559	CE2008	325	VSP20C		Widen/Upgrade	VA 1392 Rippon Boulevard Extension	West of Wigeon Way	Rippon VRE Station	4	3	2	4	2030
560	CE3293	642	VSP62a		Construct	Rollins Ford Road	Wellington Road	Linton Hall Road	0	3	0	4	2040
561	CE1921	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	2025-2027
562	CE1837-CE1921	257	VSP25c		Widen	VA 1781 Telegraph Rd.	VA 294 (Prince William Pkwy)	Horner Road Park-n-Ride Lot Access-Caton Hall Rd.	4	4	2	4	2025-2027
563	T11635	83	VSP47e		Construct Widen	University Boulevard	Sudley Manor Drive	Wellington Rd/Progress Ct. Edmonston Dr.	0	3	2	4	2035-2024
564	CE3292	83	VSP47ea		Construct Widen	University Boulevard	Sudley Manor Drive Edmonston Dr.	Wellington Rd/Progress Ct. Devlin Road	0	3	0 2	4	2035
565	CE3810	37168	VSP47f		Construct	University Boulevard	Devlin Road	Wellington Road	0	3	0	4	2035
566	CE2176	904			Construct	Williamson Blvd	Sudley Manor Drive	Portsmouth Road			0	4	2030

FAMPO

NOTE: Shaded areas represent changes from the 2022 Update to Visualize 2045. Blue = removed. Yellow = added or changed. Pink = technical correction during comment period.

VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

DRAFT 4/16/2024

PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
567		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 completed
568		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 completed
569		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 completed
570		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 completed
572				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 completed
573				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 completed
574				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 completed
575		VI2RFD		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	At Courthouse Rd.	NB AM on-ramp	1	1	0	1	2022 completed
576		VI2RFE		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	at Courthouse Rd.	SB PM off-ramp	1	1	0	1	2022 completed
577		FAI1F		Widen	I-95 northbound and southbound	Exit 126 (US 1/VA17)	Exit 130 (VA 3 Plank Rd.)	1	1	3	4	2035
578		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
579		FAI1H		Widen	I-95 northbound	Exit 133 (VA 17 Warrenton Rd.)	Exit 136 (Centerport Parkway)	4	4	3	4	2045
580		FAI1HA		Construct	I-95 4th auxiliary lane	Exit 133 (VA 17 Warrenton Rd.)	Exit 136 (Centerport Parkway)	1	1	X	X+1	2045
581		FAI1J		Widen	I-95 southbound	Exit 130	Exit 126 (US 1/VA17)	4	4	3	4	2035
582		FAI1K		Construct	I-95 southbound	1.3 miles south of Exit 130	.3 miles north of Truslow Rd	1	1	x	x+3cd	2025
583		FAS22A		Widen	VA-3 (William St)	Gateway Blvd.	William St./Blue Gray Parkway			4	6	2030
584		FAS22		Widen	VA 3 (Spotsylvania)	Chewing Lane	VA 627 (Gordon Rd.)	2	2	4	6	2013 completed
585		FAP6E		Widen	Tidewater Trail 17 Business/VA 2 US	Beulah Salisbury Dr. Mayfield Ave.	US 17 Bypass (Mills Dr.)	2	2	2	4	2035
587		FAP6C		Widen	US 17 (Warrenton Rd.)	McLane Drive	Stafford Lakes Parkway	2	2	4	6	2020 completed
587		FAP6		Widen	US 17	US 1	Hospital Blvd.	2	2		4	2025
588		FAP7A		Widen	VA 218 (Butler Rd.)	Carter St.	Castle Rock Dr.	4	4	2	4	2045
588		FAS27		Widen	VA 638 (Landsdowne Rd.)	Shannon Dr.	Tidewater Trail	3	3	2	4	2050
Fredericksburg												
589		FAU4		Construct	Carl D. Silver Pkwy Ext.	current terminus	Gordon Rd. west of Shelton Blvd.			0	4	2035
590		FAU1			Fall Hill Ave./ Mary Washington Blvd. Extension	Mary Wash. Blvd.	Gordon Shelton Blvd.			2	4	2020 completed
591		FAU3			Lafayette Blvd.	City Limit US 1	VA-3 (Blue & Gray Parkway)				4	2045
592		FAU2			Gateway Blvd. Extended	William St. (PR-3)	Fall Hill Ave (UR-3965)			0	4	2035 2038
Stafford County Secondary												
594		FAS5b			VA 630 (Courthouse Rd)	Austin Ridge Dr.	VA 648 (Shelton Shop Rd)	4	4	2	4	2035
595		FAS13			VA 648 (Shelton Shop Rd.)	VA 610 (Garrisonville Rd)	VA 627 (Mountainview Rd)	4	4	2	4	2035
596		FAS3E		Widen	Garrisonville Rd.	Eustace Rd.	Shelton Shop Rd.			4	6	2045
Spotsylvania County Secondary												
597		FAS26A			VA 606	US 1	I-95				4	2025

NOTE: Shaded areas represent changes from the 2022 Update to Visualize 2045. Blue = removed. Yellow = added or changed. Pink = technical correction during comment period.

VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

DRAFT 4/16/2024

PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
598		FAS18B			VA-620 (Harrison Rd.)	US-1 BUS (Lafayette Blvd.)	VA-639 (Salem Church Rd.)			2	4	2035
599		FAS19			VA 636 (Mine Rd./ Hood Dr.)	VA 208 (Courthouse Rd.)	US 1	4	4	2	4	2025
600		FAS19B			VA 636 (Mine Rd./ Hood Dr.)	Falcon Dr. / Spotsylvania Ave VA Healthcare Center Hood Dr. Entrance	Landsdowne Rd	4	4		4	2035
600		FAS28		Widen	VA 674 (Chancellor Rd. Ext.)	Old Plank Rd./ Chancellor Rd.	VA 3			2	4	2050

NOTE: Shaded areas represent changes from the 2022 Update to Visualize 2045. Blue = removed. Yellow = added or changed.
Pink = technical correction during comment period.



April 3, 2024

AIR QUALITY CONFORMITY ANALYSIS: VISUALIZE 2050 & FY 2026-2029 TIP

DRAFT SCOPE OF WORK

I. INTRODUCTION

The list of projects solicited for the Visualize 2050 National Capital Region Transportation Plan and the FY 2026-2029 Transportation Improvement Program (TIP) is scheduled to be finalized at the May 15, 2024 meeting of the National Capital Region Transportation Planning Board (TPB). This work effort addresses requirements associated with attainment of the ozone National Ambient Air Quality Standards (NAAQS). Volatile organic compounds (VOC) and nitrogen oxides (NOx) are ozone precursor pollutants.

The amended plan must meet air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 14, 2012, and (3) as detailed in periodic Federal Highway Administration (FHWA) / Federal Transit Administration (FTA) and EPA guidance. These regulations specify both technical criteria and consultation procedures to follow in performing the assessment.

This scope of work provides a context in which to perform the conformity analyses and presents an outline of the work tasks required to address all regulations currently applicable.

II. FEDERAL REQUIREMENTS

As described in the 1990 Clean Air Act Amendments, conformity is demonstrated if transportation plans and programs:

1. Are consistent with most recent estimates of mobile source emissions budgets
2. Contribute to annual emissions reductions

The federal requirements governing air quality conformity compliance are contained in §93.110 through §93.119 of the Transportation Conformity Regulations (printed April 2012), as follows:

CONFORMITY CRITERIA & PROCEDURES	
All Actions at all times	
§93.110	Latest Planning Assumptions
§93.111	Latest Emissions Model
§93.112	Consultation
§93.113	TCMs
§93.114	Currently conforming Plan and TIP
§93.115	Project from a conforming Plan and TIP
§93.116	CO, PM10 and PM2.5 hot spots
§93.117	PM10 and PM2.5 Control Measures
§93.118 and/or §93.119	Emissions Budget and/or Interim Emissions

§ 93.110 Criteria and procedures: Latest planning assumptions - The conformity determination must be based upon the most recent planning assumptions in force at the time of the conformity determination.

§ 93.111 Criteria and procedures: Latest emissions model - The conformity determination must be based on the latest emission estimation model available.

§ 93.112 Criteria and procedures: Consultation – The conformity must be determined according to the consultation procedures in this subpart and in the applicable implementation plan, and according to the public involvement procedures established in compliance with 23 CFR part 450.

§ 93.113 Criteria and procedures: Timely implementation of TCMs - The transportation plan, TIP, or any FHWA/FTA project which is not from a conforming plan and TIP must provide for the timely implementation of TCMs from the applicable implementation plan.

§93.114 Criteria and procedures: Currently conforming transportation plan and TIP - There must be a currently conforming transportation plan and currently conforming TIP at the time of project approval.

§93.115 Criteria and procedures: Projects from a plan and TIP - The project must come from a conforming plan and program.

§93.116 Criteria and procedures: Localized CO, PM10, and PM2.5 violations (hot spots) -The FHWA/FTA project must not cause or contribute to any new localized CO, PM10, and/or PM2.5 violations or increase the frequency or severity of any existing CO, PM10, and /or PM2.5 violations in CO, PM10, and PM2.5 nonattainment and maintenance areas.

§93.117 Criteria and procedures: Compliance with PM10 and PM2.5 control measures -The FHWA/FTA project must comply with PM10 and PM2.5 control measures in the applicable Implementation Plan.

§93.118 Criteria and procedures: Motor vehicle emissions budget - The transportation plan, TIP, and projects must be consistent with the motor vehicle emissions budget(s).

§93.119 Criteria and procedures: Interim emissions in areas without motor vehicle budgets - The FHWA/FTA project must satisfy the interim emissions test(s).

Assessment Criteria:

Ozone season pollutants will be assessed by comparing the forecast year pollutant levels to the EPA-approved mobile emissions budgets in the 2008 Ozone NAAQS Maintenance Plan. The 2008 Ozone NAAQS Maintenance Plan includes mobile emissions budgets for 2014 (attainment year), 2025 (intermediate year), and 2030 (out year). The 2014 budgets will be used for any analysis year between 2014 and 2024, the 2025 budgets will be used for any analysis year between 2025 and 2029, and the 2030 budgets will be used for any analysis year beyond 2029.

III. POLICY AND TECHNICAL APPROACH

The table below summarizes the key elements of the Policy & Technical Approach:

Pollutants	Ozone Season VOC and NOx
Emissions Model	MOVES4
Conformity Test	<u>Budget Test</u> : Using EPA approved mobile emissions budgets from the 2008 Ozone NAAQS Maintenance Plan
Vehicle Fleet Data	December 2023 vehicle registration data
Geography	8-hour ozone non-attainment area
Network Inputs	Regionally significant projects
Land Activity	Cooperative Forecasts Round 10
HOV/HOT	<u>VA</u> : I-66, I-95, I-395, and I-495 are all HOT3+; all HOV facilities will be HOV2+ through 2050 <u>MD</u> : HOV facility on US 50 will remain HOV2+ through 2050; HOV facility on I-270 will convert from HOV2+ to HOT3+ when additional lanes are added;
Roadway Restrictions	Roadway restrictions, such as truck prohibitions, are reflected in the travel model network using information supplied by the Departments of Transportation
Transit Constraint	No Metrorail “capacity constraint” (removed with March 2018 passage of annual funding for WMATA agreement)
Analysis Years	2025, 2026, 2030, 2040, 2045, and 2050
Modeled Area	6,800 square mile area with 3,722 Transportation Analysis Zones (TAZs)
Travel Demand Model	Gen2/Version 2.4 or latest

IV. CONSULTATION

The TPB adheres to the specifications of the consultation procedures (as outlined in the consultation procedures report adopted by the TPB on May 20, 1998). The TPB will participate in meetings of the Metropolitan Washington Air Quality Committee (MWAQC), its Technical Advisory Committee (MWAQC-TAC), and its Conformity Subcommittee to discuss the Scope of Work, project inputs, and other elements as needed.

V. WORK TASKS

The work tasks associated with the air quality conformity analysis are as follows:

1. Receive project inputs from programming agencies and organize into conformity documentation listings by:
 - Project type, limits, etc.
 - Phasing with respect to forecast years
 - Transit operating parameters, e.g., schedules, service
2. Update Travel Model Base Transit Service to reflect:
 - Service current to December 2023
 - Fares current to May 2024
3. Determine Characteristics of the Motor Vehicle Fleet by Preparing 2023 Vehicle Registration/Vehicle Identification Number (VIN) Data
 - Purchase VIN decoding software
 - Set up and test VIN decoding software
 - Collect and decode VIN data for the District, Maryland, and Virginia
4. Review and Update Land Activity files to reflect Round 10 Cooperative Forecasts:
 - Develop zonal data files
 - Ensure consistent definition of employment throughout the modeled area by applying the “employment definition adjustment factors” to the land activity forecasts.
 - Estimate households by auto ownership, size and household income (done as part of the travel model)
 - Coordinate with agencies outside the MWCOG Cooperative Forecast area, e.g., the Baltimore Metropolitan Council (BMC), the Fredericksburg Area Metropolitan Planning Organization (FAMPO), and the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO).
 - Develop trip tables for exogenous/residual travel: 1) through vehicle trips; 2) external-to-internal and internal-to-external vehicle trip ends; 3) taxi, visitor/tourist and school vehicle trips; and 4) airport-passenger auto-driver trips.
5. Prepare forecast-year highway and transit networks including regionally significant projects, as follows:
 - 2025, 2026, 2030, 2040, 2045, and 2050 highway networks
 - 2025, 2026, 2030, 2040, 2045, and 2050 transit network input files

- Update highway tolls and transit fares as necessary
6. Execute travel demand modeling for years 2025, 2026, 2030, 2040, 2045, and 2050
 7. Derive mobile emissions estimates for years 2025, 2026, 2030, 2040, 2045, and 2050 using inputs from the 2008 Ozone NAAQS Maintenance Plan mobile budgets
 8. Summarize key inputs and outputs (VMT, mode share, emissions, etc.) of the conformity determination
 9. Assess conformity and document results in a report
 - Document methods
 - Draft conformity report
 - Forward to technical and policy committees
 - Make available for public and interagency consultation
 - Receive comments
 - Respond to comments and present to TPB for action
 - Finalize report and forward to FHWA, FTA, and EPA

SCHEDULE:

Timeframe	Activity
January – February 2024	<ul style="list-style-type: none"> • Preliminary inputs due December 29 for the LRTP and Air Quality Conformity (AQC) analysis for staff review and coordination. • Staff will review and compile the conformity table showing changes. Staff to send draft table with changes to agencies for review on February 1. Agencies to provide corrections by February 15. • TPB member agencies submit technical corrections to preliminary inputs and updates based on TPB/interagency consultation to produce final inputs for comment period. • Final project inputs for Visualize 2050 and AQC analysis due to TPB staff for inclusion in comment period documentation on February 15. • TPB staff will reconcile draft financial analysis results and produce preliminary financial plan to reflect project submissions.
March 2024	<ul style="list-style-type: none"> • March 1 - The TPB Technical Committee will review the draft financial plan; projects proposed for inclusion in the conformity analysis, and the draft AQC scope of work. Public comment period starts March 1 on projects and AQC scope of work. • The TPB will receive a briefing on the draft inputs to the plan/AQC analysis and the draft AQC scope of work and the draft financial plan. • Public comment period runs March 1 through March 30 on inputs to the plan/AQC analysis and AQC scope of work. MWAQC TAC will review this information during its March meeting.
April 2024	<ul style="list-style-type: none"> • The TPB will receive a summary of the public comments on the draft inputs to the plan and AQC analysis; agencies sponsoring the projects will have the opportunity to discuss and advise staff on responses. • The TPB will review responses to comments and updates to inputs to the plan and scope of work for the AQC analysis.
Early 2024	<ul style="list-style-type: none"> • EPA anticipated to find new Motor Vehicle Emissions Budgets (MVEBs) in the updated 2008 ozone maintenance plan adequate for use in air quality conformity analyses.
May 2024	<ul style="list-style-type: none"> • The TPB will be asked to accept the comments and approve the inputs and scope, authorizing staff to begin analysis. • Continue financial analysis: (May 2024-March 2025) final revisions, report production
May 2024	<ul style="list-style-type: none"> • TPB staff commence Air Quality Conformity technical analysis after TPB approval
Winter 2024	<ul style="list-style-type: none"> • Transportation Improvement Program (TIP) inputs due for the FY 2026-2029 TIP January 26, 2025. • TPB staff complete financial plan: final revisions, report production.

		<ul style="list-style-type: none"> • TPB staff complete Air Quality Conformity technical analysis and draft report. • TPB staff draft performance analysis for the plan and TIP.
	April 2025	<ul style="list-style-type: none"> • Public comment period on the plan, TIP and the results of AQC analysis for the updated plan and FY 2026-2029 TIP from April 1 – April 30 • The TPB Technical Committee and MWAQC and MWAQC TAC will review the draft results of AQC analysis for the updated plan and FY 2026-2029 TIP during their meetings. • The TPB will receive a briefing on the draft results of the AQC analysis for the plan and TIP.
	May 2025	<ul style="list-style-type: none"> • The TPB will receive a summary of the comments received on the analysis, plan and TIP; the agencies sponsoring the projects will have the opportunity to advise staff on responses to comments.
	June 2025	<ul style="list-style-type: none"> • The TPB will be asked to approve the results of the AQC analysis and adopt the updated plan and the FY 2026-2029 TIP.

Summary of Employment Forecasts
Final Round 10.0 Cooperative Forecasts
(Thousands)

FINAL
COG Board of
Directors
June 14, 2023

JURISDICTION	2020	2025	2030	2035	2040	2045	2050	2020 to 2050 Growth	
								Number	% Change
District of Columbia	785.9	846.1	886.3	923.5	954.4	989.0	1,021.6	235.7	30.0%
Arlington County	221.6	223.2	236.7	259.2	266.4	275.3	283.7	62.1	28.0%
City of Alexandria	101.8	101.0	99.3	106.6	112.8	116.8	123.2	21.4	21.1%
Central Jurisdictions	1,109.3	1,170.2	1,222.2	1,289.3	1,333.5	1,381.2	1,428.5	319.2	28.8%
Montgomery County	493.6	522.9	545.6	568.3	591.0	613.8	636.5	142.9	29.0%
City of Rockville (1)	76.4	78.7	81.1	83.8	87.8	91.1	94.5	18.0	23.6%
City of Gaithersburg (1)	43.0	48.0	52.0	54.5	56.5	58.0	59.0	16.0	37.2%
Prince George's County	343.5	356.7	366.8	381.9	396.7	416.0	435.0	91.5	26.6%
Fairfax County (2)	658.8	690.5	750.8	788.8	812.5	832.0	842.0	183.2	27.8%
City of Fairfax	20.5	22.0	22.3	22.6	22.9	23.2	23.5	3.0	14.6%
City of Falls Church	12.4	13.1	15.4	16.5	17.4	18.3	19.4	7.1	57.0%
Inner Suburbs	1,528.7	1,605.2	1,700.9	1,778.1	1,840.6	1,903.2	1,956.4	427.7	28.0%
Loudoun County	187.7	210.3	227.0	240.8	251.5	258.7	265.8	78.2	41.7%
Prince William County	161.8	178.6	194.4	209.7	223.4	235.6	246.4	84.7	52.3%
City of Manassas	25.3	26.1	26.9	27.7	28.3	28.8	29.3	3.9	15.5%
City of Manassas Park	4.3	4.7	5.0	5.1	5.2	5.3	5.4	1.1	25.5%
Charles County	43.9	46.1	49.8	54.0	57.4	60.0	62.2	18.3	41.8%
Frederick County	108.3	115.6	123.8	132.5	141.8	151.8	162.5	54.2	50.1%
City of Frederick (3)	57.4	60.1	64.4	67.6	69.5	74.4	79.6	22.2	38.7%
Outer Suburbs	531.3	581.4	626.8	669.9	707.7	740.2	771.7	240.5	45.3%
Virginia Jurisdictions	1,394.2	1,469.5	1,577.7	1,677.0	1,740.4	1,794.0	1,838.9	444.7	31.9%
Maryland Jurisdictions	989.2	1,041.3	1,086.0	1,136.8	1,187.0	1,241.6	1,296.2	307.0	31.0%
COG Region	3,169.2	3,356.9	3,549.9	3,737.3	3,881.7	4,024.6	4,156.6	987.4	31.2%

(1) Included in Montgomery County total.

(2) Forecasts for all years include Fairfax County Government employees working at the Fairfax County Judicial Center.

(3) Included in Frederick County total.

Summary of Population Forecasts
Final Round 10.0 Cooperative Forecasts
(Thousands)

FINAL
COG Board of
Directors
June 14, 2023

JURISDICTION	2020	2025	2030	2035	2040	2045	2050	2020 to 2050 Growth	
								Number	% Change
District of Columbia	689.5	697.7	728.6	757.2	787.1	816.4	844.4	154.9	22.5%
Arlington County	238.6	245.8	260.2	272.9	285.2	298.0	311.2	72.6	30.4%
City of Alexandria	159.5	180.5	202.0	222.2	239.8	252.9	261.9	102.4	64.2%
Central Jurisdictions	1,087.7	1,124.0	1,190.8	1,252.3	1,312.2	1,367.3	1,417.5	329.8	30.3%
Montgomery County	1,061.2	1,083.0	1,118.0	1,153.9	1,189.6	1,222.2	1,250.7	189.4	17.8%
City of Rockville (1)	67.8	70.9	74.6	78.7	82.9	87.5	92.7	24.9	36.8%
City of Gaithersburg (1)	69.7	72.5	75.7	78.5	81.2	83.7	85.8	16.1	23.2%
Prince George's County	967.2	997.8	1,033.0	1,081.7	1,122.7	1,159.6	1,193.8	226.5	23.4%
Fairfax County	1,171.9	1,202.4	1,247.5	1,283.7	1,319.0	1,353.6	1,384.0	212.1	18.1%
City of Fairfax	24.1	27.8	32.7	34.4	36.1	37.8	39.6	15.4	63.8%
City of Falls Church	14.7	15.5	18.0	19.6	20.7	21.8	23.3	8.6	58.8%
Inner Suburbs	3,239.1	3,326.5	3,449.1	3,573.3	3,688.1	3,795.0	3,891.2	652.1	20.1%
Loudoun County	421.0	456.2	493.9	515.5	529.6	539.2	548.5	127.6	30.3%
Prince William County	483.8	515.2	536.6	553.0	565.0	573.7	579.6	95.7	19.8%
City of Manassas	42.8	43.7	46.3	47.6	48.5	49.5	50.4	7.7	17.9%
City of Manassas Park	17.2	19.0	20.4	20.9	21.4	21.9	22.4	5.2	30.3%
Charles County	168.0	176.3	193.6	203.8	216.5	230.4	242.7	74.6	44.4%
Frederick County	271.7	293.2	316.3	341.3	368.3	397.4	428.8	157.1	57.8%
City of Frederick (2)	78.2	83.8	89.5	95.1	100.8	106.4	112.0	33.9	43.3%
Outer Suburbs	1,404.5	1,503.7	1,607.3	1,682.2	1,749.5	1,812.2	1,872.4	467.9	33.3%
Virginia Jurisdictions	2,573.5	2,706.2	2,857.6	2,969.8	3,065.4	3,148.4	3,220.8	647.3	25.2%
Maryland Jurisdictions	2,468.2	2,550.3	2,661.0	2,780.8	2,897.2	3,009.6	3,115.9	647.7	26.2%
COG Region	5,731.3	5,954.2	6,247.2	6,507.8	6,749.7	6,974.5	7,181.1	1,449.8	25.3%

(1) Included in Montgomery County total.

(2) Included in Frederick County total.

Summary of Household Forecasts
Final Round 10.0 Cooperative Forecasts
(Thousands)

FINAL
COG Board of
Directors
June 14, 2023

JURISDICTION	2020	2025	2030	2035	2040	2045	2050	2020 to 2050 Growth	
								Number	% Change
District of Columbia	312.4	344.2	366.8	386.6	407.6	426.0	441.4	129.0	41.3%
Arlington County	109.9	118.2	126.2	133.3	140.0	146.9	153.6	43.7	39.8%
City of Alexandria	75.6	85.7	96.4	106.7	115.4	122.0	126.0	50.5	66.8%
Central Jurisdictions	497.9	548.1	589.4	626.6	663.1	695.0	721.1	223.2	44.8%
Montgomery County	386.6	398.4	416.5	434.1	450.0	463.2	474.3	87.7	22.7%
City of Rockville (1)	28.2	29.9	31.7	33.7	35.8	38.1	40.6	12.4	43.8%
City of Gaithersburg (1)	25.9	27.2	28.9	30.3	31.7	33.0	34.2	8.3	32.0%
Prince George's County	342.2	353.7	367.4	385.9	400.5	413.7	425.9	83.7	24.5%
Fairfax County	417.5	431.5	451.2	467.1	482.4	497.5	510.8	93.3	22.4%
City of Fairfax	9.3	10.6	13.0	13.8	14.6	15.4	16.3	6.9	74.3%
City of Falls Church	5.8	7.3	8.7	9.6	10.3	11.1	12.1	6.3	108.5%
Inner Suburb:	1,161.5	1,201.6	1,256.9	1,310.5	1,358.0	1,400.9	1,439.4	277.9	23.9%
Loudoun County	137.4	148.9	161.7	169.5	174.7	178.2	181.7	44.3	32.2%
Prince William County	153.9	165.0	173.4	180.0	185.1	189.0	191.9	38.0	24.7%
City of Manassas	14.0	14.3	15.1	15.5	15.8	16.1	16.4	2.4	17.5%
City of Manassas Park	5.4	6.2	6.9	7.1	7.4	7.7	8.0	2.6	47.9%
Charles County	59.1	64.3	71.2	75.3	80.0	85.2	89.7	30.6	51.8%
Frederick County	98.4	106.2	114.5	123.5	133.2	144.3	155.7	57.3	58.3%
City of Frederick (2)	31.8	34.1	36.3	38.7	40.9	43.3	45.6	13.8	43.3%
Outer Suburbs	468.1	504.9	542.7	571.0	596.2	620.4	643.3	175.2	37.4%
Virginia Jurisdictions	928.8	987.7	1,052.5	1,102.6	1,145.8	1,184.0	1,216.8	288.0	31.0%
Maryland Jurisdictions	886.3	922.6	969.7	1,018.8	1,063.7	1,106.3	1,145.6	259.3	29.3%
COG Region	2,127.5	2,254.5	2,389.0	2,508.1	2,617.2	2,716.3	2,803.8	676.3	31.8%

(1) Included in Montgomery County total.

(2) Included in Frederick County total.

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LEGEND:



Indicates updated goal alignment; Project InfoTrack Database and project packet update pending



Exempt from Zero-Based Budgeting



Non-Exempt from Zero-Based Budgeting



New Project

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Transit Projects by State

TPB Project Title	Cost	Completion Year	Project Type	Safety	Maintenance	Reliability	Affordable and Convenient	Efficient System Operations	Environmental Protection	Resilient Region	Livable and Prosperous Communities
District of Columbia											
Benning Road Streetcar Expansion from Oklahoma Avenue NE to Benning Road Metro Station	\$202,664,372	2030	Streetcar Expansion	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
Maryland											
MARC Service Improvements for Brunswick Line	\$1,825,000,000	2045	Rail Service Improvements			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
MARC Service Improvements for Camden Line	\$726,000,000	2045	Rail Service Improvements			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
MARC Service Improvements for Penn Line	\$2,497,000,000	2045	Rail Service Improvements			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
MD 355 New BRT Expansion from East-West Highway (MD 410) to Clarksburg Road	\$436,081,000	2030	New BRT Expansion	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
New Purple Line Transitway: Bethesda to New Carrollton	\$3,095,495,039	2027	New Light rail Expansion		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Viers Mills Road New BRT Expansion from Montgomery College, Rockville to Wheaton Metro Station	\$167,358,000	2030	New BRT Expansion	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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TPB Project Title	Cost	Completion Year	Project Type	Safety	Maintenance	Reliability	Affordable and Convenient	Efficient System Operations	Environmental Protection	Resilient Region	Livable and Prosperous Communities
Virginia											
Alexandria Passenger Rail Track Expansion	\$185,000,000	2026	Rail Expansion	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Broad Run Track Expansion	\$130,464,180	2027	Rail Expansion	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Crystal City Transitway Expansion from Crystal City Metro Station to Pentagon City Metro Station	\$25,336,000	2026	BRT Expansion	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
DASH Service Expansion throughout the City of Alexandria	\$36,000,000	2030	Bus Expansion/Service Improvements	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Duke Street Transitway New Bus Lane from King Street Metro to Fairfax County Line	\$87,000,000	2028	New Bus Lane Expansion	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Franconia to Occoquan Passenger Rail Track Expansion	\$555,000,000	2028	Rail Expansion			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Fredericksburg and Manassas VRE Lines Service Improvements	\$1,500,797,857	2035	Rail Service Improvements			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
I-66 Multimodal Improvements (Inside the Beltway)	Not currently available	2050	Managed lanes/HOV	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Landmark Transit Center New BRT at Duke Street and Van Dorn Street	\$12,997,000	2027	New Transit Center	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
New Long Bridge over the Potomac River	\$220,000,000	2030	New Bridge/rail		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
New Potomac Shores Commuter Rail Station	\$15,700,000	2030	New Transit Station			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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TPB Project Title	Cost	Completion Year	Project Type	Safety	Maintenance	Reliability	Affordable and Convenient	Efficient System Operations	Environmental Protection	Resilient Region	Livable and Prosperous Communities
US 1 New BRT from Ft. Belvoir to Huntington Metro Station	\$544,800,000	2031	New BRT Expansion	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
US 1 Metroway Enhancements: Glebe Road to Evans Lane	\$15,000,000	2030	New BRT Expansion	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
VRE L'Enfant Station and Fourth Track Improvements	\$114,732,939	2028	Rail Service Improvements	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
West End Transit Way New BRT from Van Dorn Street Metro Station to Pentagon Metro Station	\$78,900,000	2028	New BRT Expansion	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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Maryland Department of Transportation Projects on Interstate, Primary, or Secondary Roads

TPB Project Title	Cost	Completion Year	Project Type	Safety	Maintenance	Reliability	Affordable and Convenient	Efficient System Operations	Environmental Protection	Resilient Region	Livable and Prosperous Communities
Annapolis Road (MD 450) Widening: Stonybrook Drive to west of Crain Highway (MD 3)	\$40,800,000	2035	Roadway Widening		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
Branch Avenue (MD 5) Widening: US 301 (North Junction) to North of I-95/I-495	\$769,000,000	2035	Roadway Widening	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
Buckeystown Pike (MD 85) Widening: English Muffin Way to North of Grove Road	\$80,400,000	2035	Roadway Widening		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	
Clopper Road (MD 117) from west of Game Preserve Road to I-270 Interchange Improvements	\$78,600,000	2030/ 2035	Intersection/ Interchange/ Ramp Improvements	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
Frederick Freeway (US 15) Grade Separation at Biggs Ford Road and Widening: North of Biggs Ford Road to I-270	\$140,000,000	2030/ 2040	Grade Separation and Roadway Widening	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Georgia Avenue (MD 97) Widening: MD 390 to MD 192/Forest Glen Road	\$50,233,000	2030	Roadway Widening	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
I-495/I-270Y (West Spur) Express Toll Lanes Widening: American Legion Bridge (including the bridge) to I-270	\$4,000,000,000	2035	HOV/HOT Lanes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
I-270 Express Toll Lanes Widening: MD 187 to I-370	\$3,200,000,000	2040	HOV/HOT Lanes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
I-70 Widening: Mt. Phillips Road to west of I-270	\$124,500,000	2035	Roadway Widening	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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TPB Project Title	Cost	Completion Year	Project Type	Safety	Maintenance	Reliability	Affordable and Convenient	Efficient System Operations	Environmental Protection	Resilient Region	Livable and Prosperous Communities
I-95/I-495 at Greenbelt Metro Station Interchange Improvements	\$263,959,000	2030	Intersection/ Interchange/ Ramp Improvements			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Indian Head Highway (MD 210) at I-95/I-495 and MD 228 Interchange Improvements	\$450,680,000	2040	Intersection/ Interchange/ Ramp Improvements	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
Landover Road (MD 202) at Brightseat Road Intersection Improvements	\$20,400,000	2045	Intersection/ Interchange/ Ramp Improvements	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
Norbeck Road (MD 28) Widening: Georgia Avenue (MD 97) to Layhill Road (MD 182)	\$300,000,000	2045	Roadway Widening	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Pennsylvania Avenue (MD 4) Widening: I-95/I-495 to Woodyard Road (MD 223)	\$502,000,000	2040	Roadway Widening	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
Randolph Road/Montrose Parkway Grade Separation from Rockville Pike (MD 355) to east of Parklawn Drive	\$11,341,000	2045	Grade Separation	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Solomons Island Road (MD 2/4) Widening: north of Stoakley Road/Hospital Road to south of MD 765A just south of Parkers Creek	\$146,400,000	2045	Roadway Widening		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>

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Maryland Secondary Road System Projects

TPB Project Title	Cost	Completion Year	Project Type	Safety	Maintenance	Reliability	Affordable and Convenient	Efficient System Operations	Environmental Protection	Resilient Region	Livable and Prosperous Communities
Goshen Road South Widening: South of Girard Street to 1,000 ft north of Warfield Road	\$8,000,000	2040	Roadway Widening	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Little Seneca Parkway Widening: Frederick Road (MD 355) to Observation Drive	\$123,608,000	2035	Roadway Widening	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
New Dorsey Mill Road Bridge over I-270 from Century Boulevard to Milestone Center Drive	\$33,395,000	2040	New Bridge	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Observation Drive Extension: Waters Discovery Lane to Stringtown Road	\$123,608,000	2035/ 2045	Extension	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Old Georgetown Road (MD 187) Extension: Georgetown Road (MD 187) to Nicholson Lane/Tilden Lane	\$133,784,000	2030	Extension	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Collington Road (MD 197) Widening: Kenhill Drive to Annapolis Road (MD 450)	\$50,000,000	2030	Roadway Widening	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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District of Columbia Roadway Projects

TPB Project Title	Cost	Completion Year	Project Type	Safety	Maintenance	Reliability	Affordable and Convenient	Efficient System Operations	Environmental Protection	Resilient Region	Livable and Prosperous Communities
6th Street NW Capacity Reduction for New Bicycle Accommodations: Florida Avenue NW to Constitution Avenue NW	\$6,680,000	2030	Capacity Reduction	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
Alabama Avenue SE Capacity Reduction for Additional Pedestrian and Bicycle Accommodations: Bowen Road SE to Martin Luther King Jr Elementary School	\$33,753,265	2030	Capacity Reduction	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						
Bladensburg Road NE Capacity Reduction for New Bicycle Accommodations: Eastern Avenue to Benning Road	\$26,908,000	2028	Capacity Reduction		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
Constitution Avenue Capacity Reduction for New Bicycle Accommodations: Louisiana Avenue NW to Pennsylvania Avenue NW	\$35,535,670	2026	Capacity Reduction	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
Dalecarlia Parkway NW Capacity Reduction for New Bicycle Accommodations: Loughboro Road to Westmoreland Circle	Part of DC-wide \$6,680,000 program	2030	Capacity Reduction	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
East Capitol Street Capacity Reduction for New Bicycle and Pedestrian Accommodations: 40th Street SE to Southern Avenue	\$61,907,725	2030	Capacity Reduction	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
Eastern Avenue NE Capacity Reduction for New Bicycle Accommodations: Whittier Street NW to New Hampshire Avenue NE	\$139,753	2028	Capacity Reduction			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
Georgia Avenue NW Capacity Reduction for New Bus Lanes: Eastern Avenue to Barry Place NW	\$7,725,000	2026	Capacity Reduction			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				

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TPB Project Title	Cost	Completion Year	Project Type	Safety	Maintenance	Reliability	Affordable and Convenient	Efficient System Operations	Environmental Protection	Resilient Region	Livable and Prosperous Communities
Louisiana Avenue NW Capacity Reduction for New Bicycle Accommodations: Columbus Circle NE to Constitution Avenue NW	Part of DC-wide program \$6,680,000	2026	Capacity Reduction	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
Maryland Avenue NE Capacity Reduction for New Bicycle/Pedestrian Accommodations: Bladensburg Road NE to Neal Street NE	\$26,908,000	2028	Capacity Reduction		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
Missouri Avenue NW (Eastbound) Capacity Reduction for New Bicycle Accommodations: 17th Street NW to 16th Street NW	Part of DC-wide program \$6,680,000	2030	Capacity Reduction	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
MLK Jr. Avenue SE Capacity Reduction for Additional Pedestrian Accommodations: South Capitol Street SE to Upsal Street SE	\$8,550,526	2027	Capacity Reduction		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
M Street NE Capacity Reduction for New Bicycle Accommodations: 1st Street NE to 1st Street NW	Part of DC-wide program \$6,680,000	2026	Capacity Reduction	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
Nebraska Avenue NW Capacity Reduction for New Bicycle Accommodations: New Mexico Avenue to Loughboro Road	Part of DC-wide program \$6,680,000	2030	Capacity Reduction	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
Pennsylvania Avenue NW Capacity Reduction for New Bicycle Accommodations: 17th Street NW to 29th Street NW	\$40,913,500	2040	Capacity Reduction	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>

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TPB Project Title	Cost	Completion Year	Project Type	Safety	Maintenance	Reliability	Affordable and Convenient	Efficient System Operations	Environmental Protection	Resilient Region	Livable and Prosperous Communities
Southern Avenue SE Northbound Capacity Reduction for New Bus/Bike Lane: South Capitol Street SE to Barnaby Road SE	\$15,350,000	2026	Capacity Reduction	<input checked="" type="checkbox"/>							
Wheeler Road SE Capacity Reduction for Additional Pedestrian Accommodations: Alabama Avenue to Southern Avenue	\$26,518,075	2027	Capacity Reduction	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				

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Virginia Department of Transportation Projects on Federal Lands, Interstate, Primary, and Urban System Roads

TPB Project Title	Cost	Completion Year	Project Type	Safety	Maintenance	Reliability	Affordable and Convenient	Efficient System Operations	Environmental Protection	Resilient Region	Livable and Prosperous Communities
Belmont Ridge Road (VA 659) Widening: Leesburg Pike (VA 7) to Arcola Mills Drive (VA 659)	\$43,000,000	2040	Roadway Widening	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Billy Pierce Memorial Pike (VA 7) at Hillsboro Road (VA 690) Interchange Improvements	\$52,851,578	2027	Intersection/Interchange/Ramp Improvements	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Chain Bridge Road (VA 123) Widening: Old Courthouse Road (VA 677) to Great Falls Street (VA 634)	\$89,850,000	2040	Roadway Widening	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Dulles Airport Access Road Widening: Dulles Airport to I-495	\$400,000,000	2040	Roadway Widening			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
Dulles Toll Road (VA 267) Ramp Construction: New Boone Boulevard Extension at Ashgrove and Greensboro Drive at Tyco Road	\$141,000,000	2040	Intersection/Interchange/Ramp Improvements	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
Dulles Toll Road (VA 267) Ramp Widening: SB I-495 off Ramp 19A to Scotts Run Crossing	\$159,920	2029	Intersection/Interchange/Ramp Improvements	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
Dulles Toll Road Collector-Distributor Extension: Spring Hill Road to Leesburg Pike (VA 7)	\$62,000,000	2036/ 2037/ 2040	Extension	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
East Elden Street (VA 606) Widening: Monroe Street to Fairfax County Parkway (VA 286)	\$119,500,000	2029	Roadway Widening	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Fairfax County Parkway (VA 286) Widening: Ox Road (VA 123) to Lee Highway (US 29)	\$239,670,546	2027/ 2028	Roadway Widening	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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National Capital Region Transportation Plan

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TPB Project Title	Cost	Completion Year	Project Type	Safety	Maintenance	Reliability	Affordable and Convenient	Efficient System Operations	Environmental Protection	Resilient Region	Livable and Prosperous Communities
Fairfax County Parkway (VA 286) Widening: Rugby Road to Sunrise Valley Drive	\$312,000,000	2045	Roadway Widening	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Fairfax County Parkway (VA 286) Widening: Sydenstricker Road (VA 640) to Ox Road (VA 123)	\$364,000,000	2045	Roadway Widening	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Farrington Avenue Extension: Van Dorn Street/Eisenhower Avenue to Edsall Road	\$87,000,000	2034	Extension	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
I-495 Auxiliary Lanes: north of Hemming Avenue underpass to Georgetown Pike (VA 193)	\$3,235,000	2030	HOV/HOT Lanes	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
I-495 Express Toll Lanes Northern Extension (NEXT): South of Old Dominion Drive to American Legion Bridge	\$559,323,951	2026	HOV/HOT Lanes	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
I-495 Express Lanes Truck Access: American Legion Bridge to I-95/I-395 Interchange	Not currently available	2030	HOV/HOT Lanes	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
I-95 New Bi-Directional Operation Express Toll Lanes with Widening: I-95/Springfield Interchange to Optiz Boulevard	Not currently available	2030	HOV/HOT Lanes			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
I-495 Southside Express Toll Lanes (SEL): Springfield Interchange to MD 210	\$1,400,000,000	2031	HOV/HOT Lanes	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
I-95 Express Lanes Truck Access: Turkeycock Run to I-95/Route 17 Interchange	Not currently available	2030	HOV/HOT Lanes	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
James Madison Highway (US 15) Overpass Widening: 1000 ft North of Railroad Tracks to Lee Highway (US 29)	\$102,740,000	2030/ 2040	Roadway Widening	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
Lee Highway (US 29) Widening: John Marshall Highway (US 55) to Pageland Lane	\$80,000,000	2048	Roadway Widening	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>

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TPB Project Title	Cost	Completion Year	Project Type	Safety	Maintenance	Reliability	Affordable and Convenient	Efficient System Operations	Environmental Protection	Resilient Region	Livable and Prosperous Communities
Leesburg Pike (VA 7) Widening: Chain Bridge Road (VA 123) to I-495	\$78,500,000	2030	Roadway Widening	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Leesburg Pike Bypass (VA 7 Bypass) Widening: Dulles Greenway (VA 267) to East Market Street (VA 7/US 15)	\$70,000,000	2030/ 2040	Roadway Widening	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Leesburg Pike (VA 7) Widening: Route 9 to West Market Street	\$160,000,001	2030	Roadway Widening	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Leesburg Pike (VA 7) Widening: Seven Corners to Bailey's Crossroads	\$445,000,000	2040	Roadway Widening			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Lee Highway (US 29) Widening: Union Mill Road (VA 659) to Buckleys Gate Drive	\$95,679,564	2027	Roadway Widening	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
New Manassas Bypass (VA 28): Sudley Road (VA 234) to Centreville Road (VA 28)	\$92,392,491	2029	New Roadway Construction	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
Manassas National Battlefield Park Bypass Extension Roadway Closure (US 29) from Pageland Lane to Paddington Lane and Sudley Road (VA 234) from Battleview Parkway to Featherbed Lane Road Closures	\$28,509,000 – Connected to project below	2040	Roadway Closure for Extension								<input checked="" type="checkbox"/>
Manassas National Battlefield Park Bypass Extension: US 29 at Pageland Lane to Bull Run Drive	\$28,509,000 – Connected to project above	2040	Extension								<input checked="" type="checkbox"/>
Nokesville Road (VA 28) Widening: Fauquier County Line to Fitzwater Drive (VA 652)	\$70,900,000	2045	Roadway Widening			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
Ox Road (VA 123) Widening: US 1 to the Occoquan River	\$175,000,000	2045	Roadway Widening	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
Ox Road (VA 123) Widening: Weatherly Way to Fairfax County Parkway (VA 286)	\$983,600,000	2045	Roadway Widening	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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Prince William County Parkway (VA 294) Widening: Liberia Avenue (VA 776) to Hoadly Road (VA 642)	\$60,000,000	2040	Roadway Widening	☑		☑	☑				☑
South Street Extension: University Drive to Chain Bridge Road	\$23,833,000	2029	Extension	☑		☑	☑				
Tall Cedars Parkway Extension: US 50 to Air and Space Museum Parkway/VA 28	\$247,568,000	2033	Extension	☑	☑	☑	☑	☑	☑	☑	☑
University Boulevard Widening: Wellington Road to Devlin Road	\$179,605,000	2035	Roadway Widening		☑	☑	☑		☑		☑
US 1 Widening: Annapolis Way to Telegraph Road	\$675,500,000	2045	Roadway Widening	☑		☑	☑	☑		☑	☑
US 1 Widening: Dumfries Road (VA 234) to Cardinal Drive	\$127,000,000	2050	Roadway Widening								
US 1 Widening: Sherwood Hall Lane (VA 626) to Mt. Vernon Memorial Highway	\$468,692,429	2028	Roadway Widening		☑	☑	☑		☑	☑	☑
US 1 Widening: Stafford County Line to Dumfries Road (VA 234)	\$212,484,558	2030/ 2040	Roadway Widening	☑	☑	☑	☑				☑
US 15 Widening: Montresor Road (VA 661) to Battlefield Parkway	\$100,000,000	2027/ 2029	Roadway Widening	☑	☑	☑	☑	☑	☑		☑
US 50 Widening: Eastern City Limit of Fairfax to Arlington County Line	\$450,000,000	2040	Roadway Widening	☑	☑	☑	☑	☑	☑	☑	☑
Washington Street (VA 55) Widening: Lee Highway (US 29) to Fayette Street	\$70,000,000	2028	Roadway Widening			☑	☑				

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Virginia Secondary Road System Projects

TPB Project Title	Cost	Completion Year	Project Type	Safety	Maintenance	Reliability	Affordable and Convenient	Efficient System Operations	Environmental Protection	Resilient Region	Livable and Prosperous Communities
Arcola Mills Drive (formerly VA 621) Widening: Stone Springs Boulevard to Loudoun County Parkway	\$30,000,000	2050	Roadway Widening	☑	☑	☑	☑	☑	☑	☑	☑
Boone Boulevard Extension: Chain Bridge Road (VA 123) to Ashgrove Lane	\$164,000,000	2045	Extension	☑		☑	☑	☑	☑	☑	☑
Braddock Road (VA 620) Widening: Fairfax County Parkway (VA 286) to Ox Road (VA 123)	\$16,710,000	2045	Roadway Widening	☑	☑	☑	☑	☑	☑	☑	☑
Braddock Road (VA 620) Widening: Gum Springs Road to Fairfax County Line	\$115,373,000	2030	Roadway Widening	☑	☑	☑	☑	☑		☑	☑
Catharpin Road (VA 676) Widening: Heathcote Boulevard to John Marshall Highway	\$50,000,000	2040	Roadway Widening	☑	☑	☑	☑				
Connor Drive Extension and Grade Separation: Euclid Avenue to Manassas Drive/Railroad Drive	\$32,087,425	2030	Extension and Grade Separation	☑	☑	☑	☑	☑	☑	☑	☑
Croson Lane (VA 645) Widening: Claiborne Parkway to Mooreview Parkway	\$26,577,000	2027	Roadway Widening		☑	☑	☑	☑		☑	
Crosstrail Boulevard Extension: Sycolin Road (VA 625) to Dulles Greenway (VA 267)	\$109,473,000	2028	Extension	☑	☑	☑	☑	☑	☑	☑	☑
Devlin Road (VA 621) Widening: Linton Hall Road to Wellington Road	\$54,399,033	2028	Roadway Widening	☑	☑	☑	☑			☑	☑
Dulles West Boulevard Extension: Arcola Boulevard to Northstar Drive	\$72,235,000	2027	Extension	☑	☑	☑	☑	☑	☑	☑	☑
Fairbrook Drive Extension: Herndon Parkway to Spring Street	\$20,000,000	2035	Extension	☑	☑	☑	☑		☑	☑	☑

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TPB Project Title	Cost	Completion Year	Project Type	Safety	Maintenance	Reliability	Affordable and Convenient	Efficient System Operations	Environmental Protection	Resilient Region	Livable and Prosperous Communities
Frontier Drive (VA 2677) Extension: Franconia-Springfield Transportation Center to Loisdale Road (VA 789)	\$241,630,600	2032	Extension		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Frying Pan Road (VA 608) Widening: Sulley Road (VA 288) to Centrevillow Road (VA 657)	\$54,300,000	2045	Roadway Widening	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Graham Park Road Capacity Reduction for New Bicycle Accommodations: Old Triangle Road to Purvis Drive	\$35,000,000	2030	Capacity Reduction	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
Greensboro Drive west Extension: Spring Hill Road to Tyco Road	\$80,000,000	2034	Extension	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Hooes Road (VA 636) Widening: Fairfax County Parkway (VA 286) to Silverbrook Road (VA 600)	\$20,550,000	2035	Roadway Widening	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Liberia Avenue Widening: VA 28 to Richmond Avenue	\$8,855,000	2027	Roadway Widening	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
Lockridge Road West Extension: Prentice Drive to Waxpool Road	\$163,073,000	2030	Extension	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
New Seven Corners Ring Road (VA 7): Arlington Boulevard (US 50) to Leesburg Pike (VA 7)	\$132,691,000	2045	New Construction	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
North Fort Myer Drive Reconstruction: North Nash Street to north Fairfax Drive	\$41,000,000	2031	Reconstruction	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Northstar Boulevard Widening: Tall Cedars Parkway to Braddock Road (VA 620)	\$54,880,000	2028	Roadway Widening			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Old Ox Road (VA 606) Widening: Shaw Road to Rock Hill Road	\$49,000,000	2045	Roadway Widening	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Pageland Road (VA 704) Widening: Sudley Road (VA 234) to Lee Highway (US 29)	\$18,749,000	2045	Roadway Widening	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>

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Potomac Avenue Capacity Reduction for New Bus Lane: Potomac Avenue to Arlington/Alexandria Line	\$7,496,000	2028	Capacity Reduction	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Prentice Drive Extension: Loudoun Station Drive to Lockridge Road (VA 789)	\$165,743,000	2030/2031	Extension	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Reston Parkway (VA 602) Widening: Dulles Toll Road to South Lakes Drive	\$45,000,000	2045	Roadway Widening	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
Rippon Boulevard Widening: West of Wigeon Way to Rippon VRE Station	\$20,000,000	2030	Roadway Widening	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
Rock Hill Road Overpass Extension: Sunrise Valley Drive to Innovation Avenue (VA 209)	\$435,217,373	2032	Extension			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Rolling Road (VA 638) Widening: DeLong Drive to Virginia Drive	\$22,400,000	2045	Roadway Widening	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Rolling Road (VA 638) Widening: Viola Street to Old Keene Mill Road (VA 644)	\$93,459,000	2026	Roadway Widening	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
Rollins Ford Road Extension: Wellington Road to Linton Hall Road	\$20,000,000	2040	Extension	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
Russell Branch Parkway Extension: Belmont Ridge Road (VA 659) to Tournament Drive	\$38,240,000	2050	Extension	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Shellhorn Road (VA 643) Extension: Loudoun County Parkway (VA 606) to Moran Road (VA 634)	\$126,000,000	2027	Extension	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Shirely Gate Road (VA 655) Extension: Fairfax County Parkway (VA 286) to Braddock Road (VA 620)	\$31,000,000	2028	Extension	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
Soapstone Drive Overpass Extension: Sunrise Valley Drive to Sunset Hills Road	\$235,000,300	2034	Extension	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>

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Summit School Road Extension: Telegraph Road to existing terminus of Summit School Road	\$39,930,483	2027	Extension	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
Sycolin Road (VA 643) Widening: Loudoun Center Place to Crosstrails Boulevard	\$65,679,000	2030	Roadway Widening	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Telegraph Road Widening: Franconia Road (VA 644) to Leaf Road North	\$275,000,000	2045	Roadway Widening	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Telegraph Road Widening: Prince William Parkway (VA 294) to Caton Hall Road	Not currently available	2027	Roadway Widening			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
Town Center Parkway Extension: Sunrise Valley Drive to Sunset Hills Road	\$309,330,253	2030	Extension	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Van Buren Road (VA 627) Extension: Dumfries Road (VA 234) to Cardinal Drive (VA 610)	\$82,000,000	2040	Extension	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
Van Dorn Street (VA 613) at Franconia Road (VA 644) Interchange Improvements	\$173,000,000	2035	Intersection/ Interchange/ Ramp Improvements	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Wellington Road (VA 674) Widening: Rixlew Lane (VA 668) to University Boulevard	\$180,000,000	2028/2045	Roadway Widening	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Westwind Drive Extension: Loudoun County Parkway to Old Ox Road (VA 606)	\$126,677,000	2026	Extension	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Williamson Boulevard Extension: Sudley Manor Drive to Portsmouth Road	\$15,000,000	2030	Extension	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>

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National Capital Region Transportation Plan

March 2024 Public Comment Opportunity

Comments from Member Organizations



CHARLES COUNTY GOVERNMENT
Department of Planning & Growth Management

Jason R. Groth, AICP
Acting Director

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Email | PGMadmin@CharlesCountyMD.gov

March 29, 2024

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

Dear Chair Henderson:

As you conclude the public comment period for the Visualize 2050 Long Range Transportation Plan (LRTP), I am compelled to highlight a regionally significant project that is not currently included in the Plan or the requisite Air Quality Conformity Analysis. The Southern Maryland Rapid Transit (SMRT) project will be a transformative project for the National Capital Region bringing a fixed-route, high-capacity transit service within a dedicated transitway in the MD 5/U.S. 301 corridor from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County. Based on the Maryland Transit Administration's 2017 Alternatives Report and the 2010 Southern Maryland Transit Corridor Study, both Counties have integrated the studies' preferred alignment into the local transportation plans and master plan documents to preserve the alignment and promote transit-oriented development. The SMRT project is currently funded within the Maryland Consolidated Transportation Plan for \$20 million and was recently awarded an additional \$5 million through a Fiscal Year 2024 Congressional Earmark.

In general, there is a significant emphasis on new highway construction in the draft LRTP update, and a corresponding lack of emphasis on major new transit projects, which will be essential to meeting the TPB's climate change goals. Considering the current congestion, gridlock, and growth projections in this corridor of the State, there is little doubt that the Southern Maryland Rapid Transit project will be implemented during the next 26 years, and certainly sooner than that. Given that the LRTP is *the plan* for the National Capital Region's strategy for the next quarter-century to improve mobility, support economic growth, and have a significant contribution on meeting the region's climate and air quality conformity goals, it would be irresponsible to not include this very impactful project. The regional partnership between Charles and Prince George's County, and the Maryland Department of Transportation has positioned this project for the Federal and State funding received, including two recent federal earmarks, moving it toward construction. We respectfully request the project be included in the Visualize 2050 LRTP prior to final approval.

Sincere Regards,

A handwritten signature in blue ink, appearing to read "J. R. Groth".

Jason R. Groth, AICP
Acting Director & TPB Alternate Member, Charles County

cc: Hon. Reuben B. Collins, Charles County
Victor Weisberg, Prince Georges County
Heather Murphy, MDOT

Comments on proposed changes

Laura Jane Cohen <DelLJCohen@house.virginia.gov>

Wed 3/27/2024 6:47 PM

To:TPBcomment <tpbcomment@mwkog.org>

Hello!

I represent the 15th District in the Virginia House of Delegates, which is wholly contained in Fairfax County. I serve on the House Transportation Committee, and I am deeply familiar with the transportation challenges that face the Northern Virginia community. My constituents would greatly benefit from the Virginia proposed project inputs to the Visualize 2050 Plan and I urge you to support these desperately needed improvements.

Most of my constituents work in the greater-DC region and use the interstates and local transportation networks daily to not only commute but also attend sports, school events, and other activities for their kids, or travel to see family. As I listen to the transportation concerns raised by my constituents, I regularly hear about congestion, reliability, and safety. While significant efforts have been made to reduce congestion and increase reliability and safety, our region needs more improvements and solutions to address current challenges and prepare Northern Virginia for future growth. Bi-directional Express Lanes on I-95 is one of those Virginia proposed projects that will dramatically improve travel options and make our local roads safer by decreasing cut-through traffic. Virginia's proposed projects also advance sustainable transportation goals, an important step in achieving a resilient transportation network.

Once again, I urge you to support Virginia's proposed project inputs to the Visualize 2050 Plan, which will have a very positive impact on the Northern Virginia community, including my district.

My best regards-

Delegate Laura Jane Cohen

Office of Delegate Laura Jane Cohen

Virginia House of Delegates, District 15

Chief of Staff: Dalton Bisson (dalton@laurajaneconen.com)





COMMONWEALTH OF VIRGINIA
HOUSE OF DELEGATES
RICHMOND

TERRY L. AUSTIN
POST OFFICE BOX 400
BUCHANAN, VIRGINIA 24066

THIRTY-SEVENTH DISTRICT

COMMITTEE ASSIGNMENTS:
GENERAL LAWS
TRANSPORTATION
APPROPRIATIONS
RULES

22 March 2024

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

Dear Chairwoman Henderson:

I am writing express my support for the Commonwealth of Virginia’s submission of bi-directional express lanes along Interstate 95 to the Visualize 2050 plan. As the former Chairman of the Virginia House Committee on Transportation, I recognize the positive impact of the 95 Express Lanes in helping reduce congestion and improve mobility through one of the nation’s busiest corridors. The continued study of bi-directional express lanes along the I-95 Corridor is an important step in moving this project forward. Indeed, the development of bi-directional express lanes will further expand the benefits of Virginia’s popular and successful network of express lanes.

It is expected that the Washington, D.C. region will add 1.5 million people between 2020 and 2050. To handle that growth, the Commonwealth, along with its neighboring jurisdictions – Maryland and Washington, D.C., must prepare to accommodate that future growth by developing a 21st Century transportation network that focuses on providing transportation options and supports economic development.

The projects submitted by the Commonwealth of Virginia, in particular, the bi-directional express lanes along I-95 are critical to developing the infrastructure necessary to handle the anticipate growth within the region.

I appreciate your consideration of this project.

Sincerely,

Terry L. Austin
37th House District



March 25, 2024

Dear Planning Board,

I write to express my support for Virginia's proposed project inputs for the Transportation Planning Board's Visualize 2050 plan. I represent District 17 in the Virginia House of Delegates, which includes part of Fairfax County. My district is bordered by I-95 and I-495. Reliable transportation and congestion on the interstate corridors in Northern Virginia are major concerns for my constituents.

In the next thirty years, the region is expected to add 1.5 million people and 1 million jobs. In order to accommodate this growth, our region must prepare for the continued and increased demand on our transportation network. Improving the region's most important transportation corridors will reduce average commute times, improve regional and interstate commerce, generate substantial economic development, and create thousands of jobs. Improvements to the main arterial corridors in Northern Virginia also reduces cut-through traffic in local neighborhoods, creating safer roads in our communities.

I also support Virginia's proposed project inputs because they advance many of the sustainable transportation goals that were envisioned by the Infrastructure Investment and Jobs Act. These inputs prioritize new travel options and transit, such as the high-occupancy toll lanes model.

Virginia's proposed project inputs for the Visualize 2050 plan include critical projects for the Northern Virginia region that will help alleviate congestion, improve transit, and make our communities safer. I urge you to include these projects in the Visualize 2050 plan.

Sincerely,

A handwritten signature in black ink that reads "Mark D. Sickles".

Mark D. Sickles

Lyn Erickson

From: Peckett, Haley <Haley.Peckett@montgomerycountymd.gov>
Sent: Friday, March 29, 2024 9:06 AM
To: chenderson@dccouncil.gov
Cc: Kanti Srikanth; Lyn Erickson; Erenrich, Gary; Conklin, Christopher; Pitts, Corey
Subject: MCDOT Comments on Visualize 2050 Worksession

Dear Chair Henderson,

Thank you for chairing the Visualize 2050 worksession last week. The worksession was very productive; we appreciate the direction for jurisdictions to review their project inputs (for the conformity analysis) prior to the next TPB meeting so that TPB can review the project inputs more consistently and assess their ability to meet the goals of Visualize 2050. There are many projects to be resubmitted in the zero-based budgeting process, which may warrant a second look at project details. Hopefully this project input review will improve the quality of review process and consistency in how jurisdictions consider goals. We strongly believe that all jurisdictions should be held accountable for their project inputs for the conformity process.

We support the request to Maryland Department of Transportation to brief the TPB meeting in April on their I-495/I-270W Express Hot Lanes project. This briefing will help TPB members and the public better understand how this project has changed from Visualize 2045 and the schedule for advancing the project. There has been confusion in how this project was described in the TPB public material out for comment and several jurisdictions have raised concerns over the project description.

We look forward to working together on approving a list of projects for Visualize 2050 that truly helps us meet our regional goals.

Best,

Haley Peckett, AICP
She/her
Deputy Director, Transportation Policy and Planning

Director's Office
Montgomery County Department of Transportation
101 Monroe Street, 10th Floor
Rockville, MD 20850
240-429-4163
haley.peckett@montgomerycountymd.gov

Stay connected



VISUALIZE 2050

National Capital Region Transportation Plan

March 2024 Public Comment Opportunity


Comments from Non-Member Agencies/Advocacy Groups

3.21.24 Meeting Comment

Bee Ditzler <bee.ditzler@gmail.com>

Tue 3/19/2024 4:35 PM

To:TPBcomment <tpbcomment@mwkog.org>

 1 attachments (112 KB)

3.21.23 COG comments.pdf;

Hello Chair Henderson and members of TPB,

Please add these attached comments submitted by the League of Women Voters of Maryland about Visualize 2050 and its Air Quality Conformity for the March 21 meeting. The attached is in PDF format.

Thank you,
Barbara Ditzler
LWVMD lead for transportation



**TESTIMONY TO THE TRANSPORTATION PLANNING BOARD,
AIR QUALITY CONFORMITY, VISUALIZE 2050 PLAN**

POSITION: Comments

BY: Linda Kohn, LWVMD President

Date: March 21, 2024

The League of Women Voters of Maryland (LWVMD) appreciates that the Transportation Planning Board (TPB) has asked for comments about the Visualize 2050 Plan dealing with air quality conformity from the transportation sector. Many members have been filling out the survey form and are asking questions:

- Why are government agencies allowed to just check a box that projects may benefit our air quality and be low in greenhouse gas production?
- Where are the equity statements?
- Why are there no transit projects in the near future, but only roads?
- Is there “greenwashing” of projects?
- Are the required justifications for the project evident?

LWVMD recognizes that this Plan asks for comments earlier in its cycle than the Visualize 2045 Plan did and has a second public comment period. We do wonder however if it fills the goals of incorporating projects that might reduce greenhouse gases (GHG) in the transportation sector instead of adding to them. The LWV positions state that it should be an open and transparent process and one wonders if incorporating a project with boxes checked that a project reduces GHG, is by definition faulty. We support accountability in governments, no matter at what level. Combining government entities that incorporate three jurisdictions as TPB does should be held accountable to the people of Virginia, D.C. and Maryland for the Plan.

We should be protecting our environment through better planning and implementation of good transportation plans. Visualize 2050 is a great example of how we should envision living to improve the quality of life for everyone’s air, with emphasis being placed on transit, mobility by bike or being a pedestrian, rather than on road expansion projects. These improvements help everyone in every economic stratum and are not discriminatory dependent on their location or mode of mobility.

LWVMD values your time and attention in making this a better Visualize 2050 Plan.

Item 1 Virtual Comment Opportunity

George Aburn <tadaburn@gmail.com>

Tue 3/19/2024 9:25 AM

To:TPBcomment <tpbcomment@mwkog.org>;Lyn Erickson <lerickson@mwkog.org>
Cc:chenderson@dccouncil.gov <chenderson@dccouncil.gov>;callen@dccouncil.gov <callen@dccouncil.gov>;Darden, Wesley <Wesley.Darden@montgomerycountymd.gov>;councilmember.mink@montgomerycountymd.gov <councilmember.mink@montgomerycountymd.gov>;Jeffrey King <jking@mwkog.org>;Janet Phoenix <jphoenix@gwu.edu>;Tene Lewis <MzTLewis616@gmail.com>;Parisa Norouzi <parisa@empowerdc.org>;William Washburn <william.washburn1@comcast.net>

 1 attachments (72 KB)

TPB 03212024 Final Written TPB Comment Tad w DC EJC.pdf;

Lyn - Please register me to provide virtual comments during the March 21, 2024 TPB meeting. I will not be attending the meeting to provide in-person comments.

Could you also make sure that the COG staff that works with the Board receives these comments.

My comments are attached.

If you could please confirm receipt, and provide a response consistent with the TPB Public Participation Plan and guidance, it would be greatly appreciated.

Thanks again for your help.

Tad Aburn

(443) 829-3652

Comments for the March 21, 2024 TPB Meeting

Tad Aburn¹

DC Environmental Justice (EJ) Coalition

tadaburn@gmail.com

(443) 829-3652

Madame Chair, Mr. Chairman, TPB members ... thank you for the opportunity to provide virtual public comment today. I am also submitting these comments to MWCOG Board Chair Allen.

Could you please use the language below (bold Italics) in the MWCOG staff summary of my comments:

“I am submitting these comments on behalf of leadership at the DC EJ Coalition directly to TPB Chair Henderson and MWCOG Board Chair Allen because of the dual leadership roles they hold with MWCOG and the DC Council.

My comments today focus on the draft TPB Envision 2050 Plan and how the visionary concepts included in the DC Council's Environmental Justice Amendments Act of 2023 need to be built into that plan. The DC Council's proposal, which was discussed during an all day hearing last Monday, is intended to begin to reverse the long-standing legacy of unintentional systemic environmental racism being built into transportation plans and projects, permits and other government actions. The TPB 2050 Plan is in many ways very visionary. It unfortunately ignores the issue of high-risk air pollution hot-spots being created in environmental justice communities of color ... across the DMV ... by TPB transportation plans and projects.”

In closing, I would like to request the courtesy of a response that explains how TPB will consider these comments.² I would also like to again request that TPB Tech and

¹ As background, my name is Tad Aburn. I have submitted comments on this issue at every TPB meeting since November of 2022. I am retired, was a Maryland resident for 68 years and I am now doing volunteer work for overburdened communities in Prince George's County and the District of Columbia. I am also a member of the DC EJ Coalition. In 2022, I was the Chair of MWAQC TAC. I was an MWAQC member for over 10 years. For almost 20 years I was the Director of the air pollution program in Maryland. I worked for MDE for 40 years.

² The TPB federally approved public participation plan says: “The TPB will give thoughtful consideration to how public input might affect its decisions and how input might improve TPB plans and products. The TPB will acknowledge the comments that were received **and how they were considered.**”

MWAQC TAC be asked by the TPB and the MWCOG Board to evaluate the comprehensive set of data, research and analyses on the issue of transportation driven air pollution hot-spots in communities of color that is now available.

Thank you again for providing the opportunity to provide public comment. I would be happy to discuss these comments with you.

Comments for TPB meeting on March 21

B Ditzler <bditzler@gmail.com>

Wed 3/20/2024 10:31 AM

To:TPBcomment <tpbcomment@mwkog.org>

 1 attachments (71 KB)

MAST comments for TPB - 19March2024.pdf;

Please find written comments for TPB members to see. Thanks.

Brian Ditzler



March 19, 2024

TO: National Capital Region Transportation Planning Board

RE: Visualize 2050 Air Quality Conformance Work Session on March 14, 2024

REF: TPB Board Resolution R19-2021 (adopted by TPB at its regular meeting on June 16, 2021)

These comments are submitted on behalf of MAST, Maryland Advocates for Sustainable Transportation, a coalition of more than 20 advocacy groups in our state that seek creation of a sustainable transportation system.

Several years ago, the TPB had the foresight to recognize the need to initiate a full update to its Long Range Transportation Plan process upon completion and adoption of its Visualize 2045 plan, with a target completion date of 2024 for the updated Long Range Transportation Plan. TPB Board Resolution R-19-2021 specified that the development of the new plan and future plans should include consideration of multiple build scenarios for each project and an analysis of each scenario's impact on the region's adopted goals and targets, including reduction of greenhouse gas (GHG) emissions.

Also, the development of the updated plan was supposed to be based on the concept of "zero-based budgeting" where all projects must be resubmitted for consideration during development of the 2024 and future updates to the Long Range Transportation Plan. Multiple build scenarios for each project were supposed to be evaluated to determine the best alternative to meet the region's adopted goals and targets. Projects currently under construction or currently funded were exempt from the zero-based budgeting requirement.

The TPB adopted an even stronger GHG reduction goal in 2022 -- a 50% reduction in climate-damaging GHG emissions by 2030 from the 2005 level. A set of strategies also were adopted then dealing with land use, transit, pedestrians, bicycling and electric vehicles.

Unfortunately, it seems quite obvious that TPB member transportation departments largely ignored the updated policies TPB adopted in 2021 and 2022 when deciding which projects to submit for inclusion in Visualize 2050. The new and expanded highways that are proposed would greatly increase the number of vehicles on the highways (because of induced demand) and thereby greatly increase GHG emissions. Projects that would lessen such emissions, such as expansion of transit, bike and pedestrian networks, would receive only half as much spending in the proposed Visualize 2050 plan.

Let me note here that transportation experts around the county, including Maryland DOT Secretary Weidefeld, now acknowledge the reality that highway expansion attracts more drivers so more GHG is emitted and traffic congestion occurs again in the not too distant future.

Fortunately, there is an extra year in TPB's schedule to complete Visualize 2050 before the federal timeline for completion of the air quality conformance modeling. We strongly urge this board to pause the development of Visualize 2050, and require member transportation departments to comply with TPB's updated processes that include a real evaluation of each project before deciding which ones to submit for inclusion in a new draft Visualize 2050. It makes sense that alternative scenarios (including adding more transit, more protected bike lanes, greater use of transportation demand management (TDM) and transit-oriented development (TOD), as well as other measures) should always be considered in place of adding new highway capacity to address traffic congestion. A combination of such alternatives often would be less expensive than highway expansion, reduce GHG emissions, be more equitable as they would serve more people, and cause far less damage to the environment.

Maryland DOT's proposed expansion of I-495 and I-270 that calls for the addition of two toll lanes in each direction is a good example of projects that lacked active consideration of other alternatives that would reduce traffic congestion, reduce GHG emissions, be more equitable, and cause far less other damage to the environment. Had alternatives such as expansion of the MARC Brunswick Line, adding BRT on roadways that parallel I-270, greater use of TDM and TOD, and completion of the Purple Line been considered, the proposed highway expansion would surely not have been found to be the best alternative. For these reasons, TPB should remove the I-495 and I-270 toll lane projects from the Visualize 2050 plan, or require MDOT to undertake the analysis required by TPB's updated process for evaluating projects before possible inclusion in a new Visualize 2050.

Brian E. Ditzler

bditzler@gmail.com

Silver Spring, MD


301 565-0870

TPB Item 1 In-Person Comment Opportunity

bcoufal10@aol.com <bcoufal10@aol.com>

Wed 3/20/2024 11:07 AM

To:TPBcomment <tpbcomment@mwcog.org>

 1 attachments (99 KB)

TPB final letter re Visualize 2050.docx;

On behalf of Citizens Against Beltway Expansion, I will be attending the TPB meeting in-person tomorrow to speak about Visualize 2050. Please find attached our letter to the TPB regarding our major concerns about the Visualize 2050 project list.

Sincerely,
Barbara Coufal, Chair
Citizens Against Beltway Expansion

March 20, 2024

Transportation Planning Board
777 North Capitol St. NE
Washington, DC 20002-4239

Dear Chair Henderson and Transportation Planning Board Members:

I am writing about Visualize 2050 on behalf of Citizens Against Beltway Expansion. For the reasons highlighted below, we urge the Transportation Planning Board (TPB) to remove the Southside Express Lanes project and the toll lanes on I-495 and I-270 from the Visualize 2050 plan.

- These highway expansions are not consistent with TPB's framework and goal of reducing greenhouse gas emissions.
- The highway expansions are not consistent with TPB's policy requiring consideration of multiple build scenarios.
- Southside Express Lanes would crowd out a future extension of Metro's Blue Line over the Woodrow Wilson Bridge.
- Toll lanes do not resolve congestion, they only move the bottlenecks.
- An abbreviated environmental review of the Southside Express Lanes denies the public a full understanding of its harmful impacts.

These highway expansions are not consistent with TPB's policy framework and goal of reducing greenhouse gas emissions. In 2021, the TPB adopted a resolution to develop future plans that included analyses of a project's impact on the region's goal to reduce greenhouse gas (GHG) emissions. Yet, sponsors of the Southside Express Lanes and the I-495 and I-270 toll lanes failed to provide analyses of how the project would impact these emissions.

The TPB adopted greenhouse gas emissions targets in 2022, including a 50% reduction in GHG emissions by 2030 from 2005 levels. Including megaprojects to expand these highways in the final Visualize 2050 would not be consistent with the TPB's emissions targets and would demonstrate that the TPB is not willing to take the steps needed to address global warming.

The highway expansions are not consistent with TPB's policy requiring consideration of multiple build scenarios. During its presentations on the Southside Express Lanes, the Virginia Dept. of Transportation (VDOT) claimed to be considering alternatives to extending toll lanes. But these alternatives are mere window dressing, rather than a serious study of options. The stated purpose of the study is to "extend and provide continuity of the Express Lanes system" and one of the selection criteria is "system continuity" of the Express Lanes. The

narrowly drawn purpose and selection criteria precludes all other alternatives. A more honest approach would allow for the actual study of alternatives for moving people and reducing congestion.

Similarly, for its I-495/I-270 project, the Maryland Dept. of Transportation (MDOT) also employed a circumscribed purpose and needs statement and failed to consider alternatives that did not involve construction of highway lanes through a public-private partnership.

Southside Express Lanes would crowd out a future extension of Metro’s Blue Line over the Woodrow Wilson Bridge. When it was rebuilt, policymakers ensured that there would be space to build rail transit over the Woodrow Wilson Bridge and WMATA is studying a plan to extend the Blue Line over the Bridge and into Prince George’s County. VDOT claims that if WMATA’s plan to extend the Blue Line is developed, two of the Southside Express lanes would be converted for use by the Blue Line. This claim is not credible. It would be enormously expensive for Virginia to compensate Transurban for the long-term reduction in toll revenues caused by the loss of two toll lanes and competition from the Blue Line. As a consequence, we can expect Virginia to use its veto to block the Blue Line extension and preserve all of the toll lanes on the Woodrow Wilson Bridge.

Toll lanes do not resolve congestion, they only move the bottlenecks. Adding toll lanes to these highways will not solve congestion. In their November 2021 [comments](#) on the Supplemental Draft Environmental Impact Statement for the I-495/I-270 project, the Maryland-National Capital Park and Planning Commission stated on page 8, “The Preferred Alternative does not eliminate congestion in the corridors studied but and [sic] instead shifts it from the vicinity of the ALB (e.g., McLean and Potomac) to other areas in Maryland.”

The failure of toll lanes to resolve congestion is echoed in a December 2021 *Washington Post* [interview](#) of Transurban’s then-leader for North America, Pierce Coffee. In the interview, Coffee acknowledges an inherent defect of toll lanes; they create congestion when toll lanes end and traffic merges into general lanes. In the case of the Southside Express Lanes, the project would move a bottleneck in Springfield, VA to Oxon Hill, MD, increasing traffic congestion and air pollution in the Oxon Hill area.

An abbreviated environmental review of the Southside Express Lanes denies the public a full understanding of its harmful impacts. VDOT is not conducting a full environmental impact statement. Instead, it is conducting a less comprehensive environmental assessment. As a result, the public will not know the full impacts of the toll lanes on the environment and communities near the Southside Express Lanes. This is especially troubling given that the stretch of toll lanes through Prince George’s County is straddled by environmental justice communities which are being denied a sufficient opportunity to understand the full impacts of the project and provide feedback on them.

We urge the TPB to act on its mandate to reduce greenhouse gas emissions and promote alternatives to highway expansions by removing the Southside Express lanes and toll lanes on I-495 and I-270 in Montgomery County from Visualize 2050.

Sincerely,


Barbara Coufal, Chair
Citizens Against Beltway Expansion

TPB Item one written comment for board

Bill Pugh <bill@smartergrowth.net>

Wed 3/20/2024 12:01 PM

To:TPBcomment <tpbcomment@mwkog.org>

 1 attachments (147 KB)

TPB Visualize 2050 board comment March 2024.pdf;

Dear TPB staff, please see attached comment for the board at tomorrow's meeting. Thank you.

Bill Pugh, AICP CTP | Senior Policy Fellow

Coalition for Smarter Growth

www.smartergrowth.net | @betterDCregion

bill@smartergrowth.net

(202) 821-3226

March 20, 2024

Hon. Christina Henderson, TPB Chair
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

Re: Visualize 2050 Conformity Inputs do not comply with Board Resolution R19-2021

Dear TPB Chair Henderson and Board members,

The Coalition for Smarter Growth is very disappointed that the special process and accountability voted on by the TPB board in 2021 for Visualize 2050 has not materialized.

To meet the requirements of Board resolution R19-2021 and improve Visualize 2050, we ask you to direct staff to do an assessment of the package of projects compared to Visualize 2045 and key TPB performance measures and strategies, and require agencies to review the results and reconsider projects before proceeding with the air quality conformity analysis.

In summary:

1. The conformity inputs package fails to comply with the TPB Board's direction
 - Projects lack required information on GHG emissions and TPB priority strategies
 - A number of project descriptions make unsupported or contradictory claims or have incorrect information
 - TPB's zero-based budgeting checkmark evaluation yields results for many projects that contradict TPB policies and strategies
2. Too many proposed projects increase carbon emissions to meet TPB, COG, state and local climate goals.
3. Public comments in 2023, 2022, 2021 and 2020 have all called for a departure from the Visualize 2045 approach, yet this project list maintains the status quo for much of the region; and
4. The TPB board should pause the air quality conformity and take necessary steps to comply with its resolution and address TPB goals before proceeding. We propose steps to take.

1. The Conformity Inputs Package fails to comply with Board Resolution R19-2021

We appreciate the new public comment period held last year, local meetings held by Fairfax and Prince William counties, and the project changes considered. But for most projects, there's no evidence of compliance with the Board's resolution for a Zero-based budgeting process, required consideration of scenarios, or required information on how projects support regional goals like greenhouse gas (GHG) reduction.

A. Required project information on GHG reduction and TPB priorities is missing

- No agencies provided required statements to explain how their projects reduce GHG emissions or explain how they implement TPB priority strategies.
- Nearly half of the highway and arterial widening projects claimed to help the region meet its target to cut GHG emissions of cars and trucks 50% by 2030, despite well established evidence that these types of projects generally increases emissions.

B. Unsupported and incorrect project information - some examples:

- A number of projects built long after 2030 claim to help the region meet its 2030 GHG goal (e.g., widening Fairfax County Parkway in 2045, Frederick Freeway new interchange built in 2040, Ox Road widening in 2045, Braddock Rd widening in 2045, Indian Head Highway new interchanges in 2040, etc.)
- The major regional project, MD I-495/270 Toll Lanes, provided project description sheets with multiple additional corridor segments outside of those indicated in the project titles and the TPB March 1 staff memo summarizing project changes. The corrected project descriptions were still not available to the public as of March 20.
- The Frederick freeway widening and interchange project north of Frederick claims to support Metrobus and BRT.

C. TPB's zero-based budgeting checkmark evaluation yields contradictory results

TPB staff's [checkmark evaluation](#) is based on vague federal planning factors checked off by the sponsor agencies, not actual TPB policies. Many of the project results don't make sense given TPB's priority strategies. Some examples:

- Widening the already eight-lane Chain Bridge Road through Tysons Corner, while the area tries to become more walkable and transit-friendly, gets a perfect 8 out of 8 checkmarks in meeting regional goals.
- Georgia Avenue NW bus lanes and safety improvements only gets 2 out of 8 checkmarks in meeting regional goals.
- Graham Park Road capacity reduction - adding bike lanes and a missing sidewalk and taming traffic near a middle school in Prince William County only gets 3 checkmarks
- 23 road widening projects – over a third – get checkmarks from TPB for “Environmental Protection,” despite being inconsistent with the activities that TPB's policy framework lists for that goal.

2. Too many proposed projects increase GHG emissions for the region to meet TPB, COG, state and local climate goals

- The proposed project list is similar to that in Visualize 2045, which fell far short of meeting our climate targets. While some local jurisdictions removed a few road widening projects, other highway expansions were added. Almost no new transit projects are in the plan.

- Decades of evidence show that [road and highway expansion increases GHG emissions](#), yet almost half of the road widening projects insist they will help TPB meet its ambitious 2030 GHG target.
- [TPB's Climate Mitigation Study](#) showed that to meet GHG targets, the region needs to reduce car dependence in addition to achieving fast adoption of electric vehicles.
- Visualize 2045 would only achieve a reduction in per capita passenger car vehicle miles traveled (VMT) of 5% by 2045. TPB's Climate study showed that an approximate 20% reduction is needed by 2030, with deeper reductions by 2050, in combination with rapid adoption of electric vehicles to achieve the COG 2030 Climate and Energy Action Plan. Numerous studies elsewhere in the US have arrived at similar numbers. Even deeper reductions of per capita VMT and faster electrification would be needed to achieve TPB's GHG reduction target adopted in 2022.
- Local climate action plans in our region require similar action.
- TPB and national studies show feasible ways to get the region close to its GHG targets. It's doable but we can't get there with this Visualize 2050 approach.

3. Public comments have called for a departure from the Visualize 2045 approach, yet this project list maintains the status quo in much of the region

- [Public involvement results for Visualize 2050](#) call for **less road expansion, and more transit, ped/bike facilities and safer streets** - according to the TPB staff summary of 2023 public involvement for Visualize 2050, of the almost 1,000 project comments, the "overarching themes" were:
 - "strong negative sentiment towards roadway widening and expansion projects"
 - "strong positive sentiment towards passenger rail expansion and improvements, bus improvements, bicycle and pedestrian infrastructure improvements, and BRT projects"
 - "support for roadway improvements that include traffic calming features but desires for more bicycle, pedestrian, or bus infrastructure improvements"
 - "advancement toward climate goals" and "reducing car dependence"
- These main public comment themes are similar to those received in [2022](#) and [2021](#) on Visualize 2045.
- The [2020 Voices of the Region](#) scientific survey of the region's residents also found that residents are more concerned about climate change than congestion, support bus lanes and more space for walking and biking, and that future generations will thank us more for clean transportation, transit, walking, and biking investments than for wider roads.
- Some jurisdictions have project packages that support this approach and applaud the transit, pedestrian, bicycle and safe local complete streets projects.

#4 Recommended steps to fix Visualize 2050 before starting the Air Quality conformity modeling:

1. Project sponsors provide the required information for their projects and fix errors and obvious inconsistencies in their results.
2. TPB staff develop a quantitative assessment of the collective list of proposed projects, and compare these data with the last plan Visualize 2045's regionally significant projects and key TPB goals, targets, priority strategies, and performance measures. This assessment could include easily calculated metrics such as:
 - # miles new highway and arterial lanes
 - # miles of new dedicated bus lanes
 - # miles of road diets (reduced lane capacity)
 - # miles of new rail track
 - # new rail stations
 - Total project costs for roadway capacity expansion
 - Total project costs for transit network expansion
 - Land use goal assessment - comparison of recent (construction data for 2019-2023) and planned (Round 10) development patterns versus COG/TPB goals for locating 75% of new housing and jobs in High Capacity Transit station areas and in Activity Centers.
3. Analysis based on above metrics of how the new projects in total are likely to perform with respect to TPB's GHG target, safety targets, and priority strategies (e.g., Expand BRT and Transitways; Reduce travel times on all bus services; Move more people on Metrorail and commuter rail; Improve walk and bike access to transit)
 - Available tools like the [SHIFT calculator](#) are available for quick analysis.
4. Reconsideration of projects for submission into plan by TPB member agencies based on these results.

Visualize 2050 is the region's last long-range plan that can shape whether the region, states, and localities meet 2030 greenhouse gas targets and support the 2030 COG housing targets. The urgency of the climate crisis, our housing challenges, failed road safety targets, and equity needs are why this board voted for Resolution R19-2021.

Thank you for your attention to this issue.

Bill Pugh, AICP CTP
Senior Policy Fellow
Coalition for Smarter Growth


Visualize 2050 Comment

Jason Stanford <jason@nvta.org>

Thu 3/28/2024 10:57 AM

To:TPBcomment <tpbcomment@mwkog.org>

Cc:Lyn Erickson <lerickson@mwkog.org>;Kanti Srikanth <ksrikanth@mwkog.org>

 1 attachments (301 KB)

Coalition TPB Letter - March 20th.pdf;

Lyn and Kanti,

Please find attached a letter from the Northern Virginia Transportation Business Coalition in support of Virginia's project submissions for Visualize 2050 as well as Maryland's submission of improvements to the American Legion Bridge and I-270.

Thank you!

Jason



Jason Stanford
President
P.O. Box 6149
McLean, VA 22106-6149
Office: 703-883-1830
Mobile: 650-200-6375
www.NVTA.org

NORTHERN VIRGINIA TRANSPORTATION COALITION

PO BOX 6149 · McLEAN, VIRGINIA 22106 · 703/883-1830 · FAX 703/883-1850

March 20, 2024

The Honorable Christina Henderson, 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 2050 Transportation Project Inputs

Dear Chair Henderson:

As representatives of the vast majority of private and nonprofit employers across Northern Virginia, we are writing to share our strong support for the transportation projects submitted by Virginia for Visualize 2050's Air Quality Conformity Analysis.

These projects represent Virginia's strong commitment to expanding the capacity of our multimodal transportation network that supports the growing housing and economic development needs of our community.

Virginia's project list includes key regional upgrades such as a new Long Bridge, major rail upgrades to the I-95 corridor and Virginia Railway Express, a significantly expanded regional BRT network, I-95 Bi-Directional Express Lanes, and the I-495 Southside Express Lanes. Furthermore, Northern Virginia has submitted a number of other critical regional transportation improvements that will move more people through our key corridors.

We applaud Virginia's leaders for investing in transportation improvements across all modes: roadways, transit, bike and pedestrian, and new technology to improve reliability, relieve travel congestion and reduce travel times throughout Northern Virginia.

In addition, we urge leaders in DC and Maryland to follow Virginia's example by investing in infrastructure that expands the capacity of our transportation network. For example, we implore you to approve Maryland's planned upgrades to the American Legion Bridge and I-270 in Visualize 2050. These improvements are essential to regional connectivity and the continued economic success of the DC area. If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. Therefore, we urge you to approve all projects submitted by Virginia for evaluation in the 2050 Air Quality Conformity Analysis.

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

Sincerely,

Northern Virginia Transportation Coalition




Submission of Comments to TPB

Byron Bloch <byron@autosafetyexpert.com>

Sat 3/30/2024 3:46 PM

To:TPBcomment <tpbcomment@mwkog.org>

Cc:Lindsey Martin <lmartin@mwkog.org>

 1 attachments (15 MB)

TPB I-270 - Opposition by STICA.pdf;

To: National Capital Region Transportation Planning Board ((TPB)

Re: Public Comment Submission in Opposition to "Visualize 2050" re: I-270

As citizens who reside in Montgomery County, Maryland, adjacent to the west side of the I-270 highway, our homeowners association strongly opposes those portions of "Visualize 2050" that concern the road widening and toll lanes proposed for the I-270 (with similar concerns for the I-495.) Our homeowners association is the *South Tuckerman Inverness Citizens Association* (STICA) and includes 173 homes.

The attached PDF document (below) sets forth an overview of why we oppose the widening and toll lanes for the I-270. We've focused on the critical public health, traffic safety, and increased traffic congestion that would occur. We also have additional concerns, such as the "*money grab*" of pricey toll lanes, and the "*take-away*" reduction to fewer public lanes, and the infringement of increased traffic into adjacent residential communities... and these critical issues collectively are also why we oppose the road widening and toll lanes for the I-270. Please note that the present I-270 was reconfigured for improved efficiency and safety, and performs quite well on a daily basis. We also encourage developments that include multi-modal transportation, bus rapid transit, extending Metro trains, and other creative transportation measures.

We respectfully request the opportunity to also testify and submit further documentation at any hearings that your Transportation Planning Board will hopefully conduct on this important subject. Thank you.

Byron Bloch

Byron Bloch

President, STICA

South Tuckerman Inverness Citizens Association

*Adjacent to the west side of the I-270
Potomac, Maryland*

Opposition to National Capital Transportation Planning Board “Visualize 2050” Project on I-270 / I-495 Widening and Toll Lanes

Our homeowners association South Tuckerman Inverness Citizens Association (STICA) is adjacent to the west side of the I-270 here in Potomac, with 173 homeowners, and we strongly oppose the “Visualize 2050” project to widen and add toll lanes to the I-270 (with similar concerns for the I-495). Some of our reasons are summarized below, and concern the adverse public health and safety effects of:

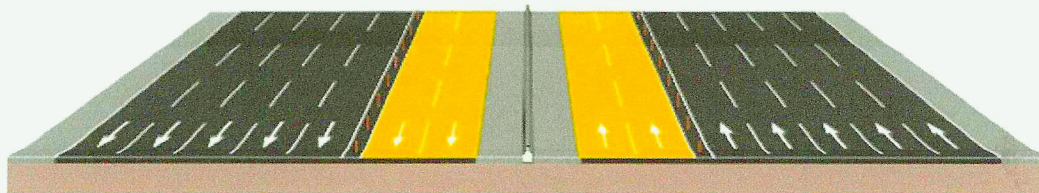
- Public Health Hazards of Toxic Silica Construction Dust
- Major Increase in Vehicle Pollutants of Rubber & Metallic Particulates
- Major Increase in Traffic Congestion and Bottleneck Delays
- More Truck-versus-Car Horrific Crashes

1. Public Health Hazard: *Highly-Toxic Construction Dust... and More*

We strongly oppose the National Capital Region Transportation Planning Board (TPB) in their pending “Visualize 2050” Project due to our concerns of the extraordinary hazards inherent in the proposal to widen the major I-270 and I-495 highways in the greater D.C.-Maryland-Virginia area, and to include multiple toll lanes.

This scheme is fraught with critical public health and safety hazards that will adversely affect adjacent communities and counties for decades to come, it will exacerbate harmful effects to the environment amid the rapidly-increasing climate crisis, and will cause economic devastation for decades. Many thousands of our citizens will be sickened with asthma, silicosis, COPD, and lung cancer. This proposal will actually ***INCREASE*** traffic congestion by funneling more lanes (7-8 total) down to just 2 lanes as I-270 traffic heads northbound.

In the years of I-270 and I-495 road-widening and re-building, the road and bridges deconstruction processes will create massive amounts of *toxic crystalline silica construction dust*. Our children and adults will be sickened with asthma, silicosis, chronic obstructive pulmonary disease (COPD), and lung cancer. ***This is certainly an urgent public health issue. Please refer to the attachments from the National Cancer Institute and the American Public Health Association that underscore the serious public health issues that are exacerbated by the I-270 and 495 deconstruction and widening re-construction.***



Approx. mately 218' - 222'

According to the National Cancer Institute and OSHA, workers in such environments must wear respiratory protection masks, and other precautions are also required. As the I-270 road and bridge de-construction persists, with the continuous generation of harmful toxic crystalline silica dust, it will become necessary for schools to prohibit outdoor recess, sports events, and all outdoor activities. And then will come the asbestos/metallics from the vehicle brakes, and the rubber and other particulates from the tires. Plus increased CO2 and other exhaust pollutants from hundreds of thousands more cars, SUVs, and trucks. *Simply breathing will damage your lungs.*

Some schools will likely have to shut down, such as Julius West Middle School, Farmland Elementary, Carderock Elementary, and Walter Johnson High. Health precautions may require staying indoors, keeping all windows closed for schools and residences, and wearing facemasks. ***Putting silica construction dust into our air is much like putting lead into our drinking water! Both are public health issues that should be prevented in the first place !***

The massive and continuous generation of toxic silica dust will require major mitigation measures, such as vacuum systems and watering by tanker trucks *which are only marginally effective*... and then there's the disposal issue and its environmental impact. This will require more equipment and workers, and will generate more traffic and pollution (and costs) during the deconstruction phase. ***Note what the Transportation Planning Board itself stated, which affirms that the project MUST NOT CAUSE OR CONTRIBUTE to these pollutants:***

§93.116 Criteria and procedures: Localized CO, PM10, and PM2.5 violations (hot spots) -The FHWA/FTA project must not cause or contribute to any new localized CO, PM10, and/or PM2.5 violations or increase the frequency or severity of any existing CO, PM10, and /or PM2.5 violations in CO, PM10, and PM2.5 nonattainment and maintenance areas.

2. Increase in Deadly "Heavy Truck versus Car" Crashes/ Fatalities

As a national auto safety expert for 50 years coast-to-coast, I've examined and analyzed many truck-versus-car collision accidents. Over 95-percent of the severe to fatal injuries occur to the occupants of the passenger cars, vans, and SUVs.

With the road widening and toll lanes added to the I-270 and the 495 Beltway, there will be a great increase in such truck-versus-car collisions. These horrific crashes will occur when cars and trucks need to shift onto or off toll lanes to get to exits or flyover ramps, and also because heavy trucks and tractor-trailers need much greater stopping distances than do cars. Large trucks may be unable to avoid the crash, such as in these truck-versus-car accidents that I've analyzed in my work in vehicle safety. *My concerns are not theory, this is what actually happens in reality.*



Imagine you're going about 60 mph and you're on a northbound toll lane (yellow), but realize you need to exit fairly soon. All the adjacent lanes are jammed with vehicles all moving between 35 and 60 mph. How confident are you to make six (6) lane changes through traffic to your right... in a rainstorm on a dark night with quite a few huge tractor-trailer rigs in the mix. *Yes, there will be many severe crashes with serious injuries and deaths.*

3. Traffic Congestion will INCREASE as Multi-lanes Funnel Down to Just Two

The proposed build-out of the I-270 will expand the road in each direction from the present five lanes to seven or eight lanes, which must then funnel down to four lanes and then to just two lanes north of Germantown up through Frederick. Those bottlenecks *will cause immense backups* on the I-270 south of Germantown, and there will be *MORE traffic congestion and bottleneck delays*. ***It would be far better to expand the present two lanes northbound from Gaithersburg to Frederick, preferably to 4 or 5 lanes... thus alleviating the congestion bottlenecks, and enabling the increased traffic to flow without miles of back-up. The southbound lanes could also be widened to 4 or 5 lanes, forseeing the increased southbound traffic as multiple communities continue to expand along the I-270.***

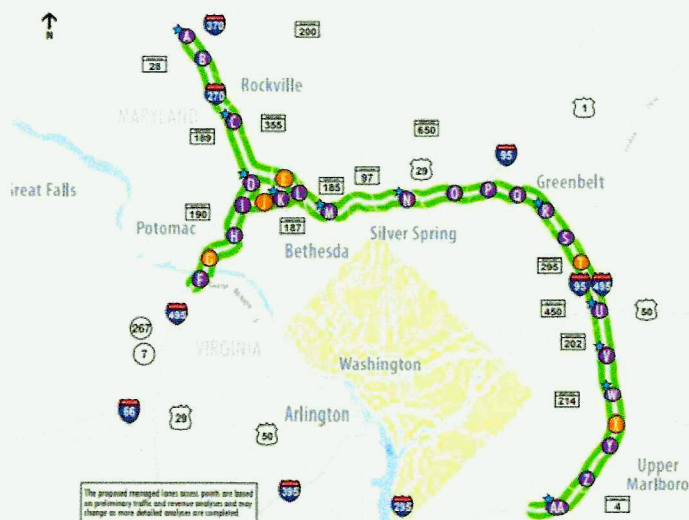
What happens to Montgomery County as it becomes extremely congested on its local streets, and also on the I-270, with more daily air pollution... toxic silica dust, vehicle exhaust, rubber tire-wear particulates, brake-wear asbestos / metallic particulates, and more. Many thousands will become sick. *Welcome to "Cancer County, Maryland"!* There are many other serious issues and defects with the proposals to widen and add toll lanes for the I-270 and 495 Beltway, and we have here only touched upon just a few.

To members of the National Capital Transportation Planning Board, the concerned homeowners of our neighborhood association (STICA) here in Montgomery County will appreciate whatever you can do to stop this public health toxicity of our air, the traffic safety nightmare, environmentally destructive pollutants, and exorbitant economic travesty. If you hold public hearings, I would welcome the opportunity to testify. Thank you.

Byron Bloch

**Email: Byron@AutoSafetyExpert.com
President, STICA Homeowners Association
Montgomery County
March 29th, 2024**

**Is this the destiny we want to bring to our children (*as they cope with asthma*) ?
The lunacy of: *Let's just keep adding more and more and more lanes... forever ?***





Crystalline Silica

What is crystalline silica?

An abundant natural material, crystalline silica is found in stone, soil, and sand. It is also found in concrete, brick, mortar, and other construction materials. Crystalline silica comes in several forms, with quartz being the most common. Quartz dust is respirable crystalline silica, which means it can be taken in by breathing.

How are people exposed to crystalline silica?

Exposure to tiny particles of airborne silica, primarily quartz dust, occurs mainly in industrial and occupational settings. For example, workers who use handheld masonry saws to cut materials such as concrete and brick may be exposed to airborne silica. When inhaled, these particles can penetrate deep into the lungs.

The primary route of exposure for the general population is inhaling airborne silica while using commercial products containing quartz. These products include cleansers, cosmetics, art clays and glazes, pet litter, talcum powder, caulk, and paint.

Which cancers are associated with exposure to crystalline silica?

Exposure of workers to respirable crystalline silica is associated with elevated rates of [lung cancer](#). The strongest link between human lung cancer and exposure to respirable crystalline silica has been seen in studies of quarry and granite workers and workers involved in ceramic, pottery, refractory brick, and certain earth industries.

How can exposures be reduced?

The Mine Safety and Health Administration and the U.S. Occupational Safety & Health Administration (OSHA) have regulations related to silica. For example, OSHA has a fact sheet on [Control of Silica Dust in Construction: Handheld Power Saws](#).

Selected References:

- International Agency for Research on Cancer. Silica Dust, Crystalline, In the Form of Quartz or Cristobalite, IARC Monographs on the Evaluation of Carcinogenic Risks to Humans, Volume 100C. Lyon, France: World Health Organization, 2012. [Available online](#). Last accessed February 1, 2019.



Quartz is the most common form of crystalline silica.

- National Institute for Occupational Safety and Health. Preventing Silicosis and Deaths in Construction Workers. Atlanta, GA: Centers for Disease Control and Prevention, 2014. [Available online](#). Last accessed February 1, 2019.
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- National Toxicology Program. Silica, Crystalline (Respirable Size), Report on Carcinogens, Fourteenth Edition. Triangle Park, NC: National Institute of Environmental Health and Safety, 2016. [Available online](#). Last accessed February 1, 2019.
- Occupational Safety and Health Administration. OSHA Fact Sheet: Crystalline Silica Exposure Health Hazard Information. Washington, DC: U.S. Department of Labor, 2002. [Available online](#). Last accessed February 1, 2019.
- Occupational Safety and Health Administration. Silica, Crystalline. Washington, DC: U.S. Department of Labor. [Available online](#). Last accessed February 1, 2019.

Updated: February 1, 2019

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[Am J Public Health](#). 2004 May; 94(5): 876–880.

PMCID: PMC1448352

doi: [10.2105/ajph.94.5.876](https://doi.org/10.2105/ajph.94.5.876)PMID: [15117715](https://pubmed.ncbi.nlm.nih.gov/15117715/)

Highway Repair: A New Silicosis Threat

[David J. Valiante](#), MS, CHI, [Donald P. Schill](#), MS, [Kenneth D. Rosenman](#), MD, and [Edward Socie](#), MS

David J. Valiante and Donald P. Schill are with the New Jersey Department of Health and Senior Services, Occupational Health Surveillance Program, Trenton, NJ.

Kenneth D. Rosenman is with the Department of Medicine, Michigan State University, East Lansing, Mich. Edward Socie is with the Ohio Department of Health, Columbus, Ohio.

Requests for reprints should be sent to David J. Valiante, MS, CIH, NJ Dept of Health and Senior Services, Occupational Health Surveillance Program, Trenton, NJ 08625 (e-mail: david.valiante@doh.state.nj.us).

Accepted May 11, 2003.

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Abstract

Objectives. We describe an emerging public health concern regarding silicosis in the fast-growing highway repair industry.

Methods. We examined highway construction trends, silicosis surveillance case data, and environmental exposure data to evaluate the risk of silicosis among highway repair workers. We reviewed silicosis case data from the construction industry in 3 states that have silicosis registries, and we conducted environmental monitoring for silica at highway repair work sites.

Results. Our findings indicate that a large population of highway workers is at risk of developing silicosis from exposure to crystalline silica.

Conclusions. Exposure control methods, medical screenings, protective health standards, and safety-related contract language are necessary for preventing future occupational disease problems among highway repair workers.

The United States is currently engaged in a massive public works effort to repair the national highway system's deteriorating infrastructure.^{1,2} The Federal Highway Administration and state transportation agencies are responsible for improvements to the national highway system and its support roads. The national highway system is composed of 163 000 miles of rural and urban roads and includes the interstate system, other urban and rural principal arteries, and strategic highway network connectors. The Transportation Equity Act for the 21st Century (TEA-21) was enacted on June 9, 1998, and is the latest in a series of legislation that authorizes federal surface transportation programs for highways, highway safety, and transit.³

Because the interstate system is nearly completed, the focus has shifted from constructing new highways to preserving and improving existing highways. Much of the pavement on the interstate system was constructed 20 to 40 years ago, with some older highways having been incorporated into the system. Data on interstate pavement condition are taken from the Highway Performance Monitoring System (HPMS) and are used to track the condition and the performance of US highway systems. The 1994 HPMS report to Congress (the most recent) showed that more than half of the highway system's pavement was rated as fair to poor, indicating a need for resurfacing or other rehabilitation in the near future.⁴

Traditional methods of highway surface repair involved patching damaged areas with asphalt, an approach that usually resulted in failure within months of the repair. In the mid-1980s, a new method of cut-and-repair road maintenance that uses newly developed quick-setting concrete material, resulted in more permanent repairs. This new method utilizes large crews to cut, break up, and remove large sections of concrete road before patching begins. These operations, sometimes completed during overnight work shifts, result in the generation of large amounts of dust.

Our article describes the potential risk of silicosis for workers in the fast-growing highway repair industry. We reviewed silicosis surveillance data from the National Institute for Occupational Safety and Health (NIOSH) Sentinel Event Notification System for Occupational Risks (SENSOR) and crystalline silica exposure data from highway repair projects collected during the 1999 road construction season.

Background

Silicosis is a disabling, nonreversible, and sometimes fatal lung disease caused by inhaling dust containing extremely fine particles of crystalline silica.^{5,6} Crystalline silica is found in materials such as concrete, masonry, and rock. Working with materials that contain crystalline silica can produce airborne respirable dust, causing lung damage. Silicosis is a disease with a long latency period and usually takes 20 years or more to develop. Symptoms of silicosis include shortness of breath, wheezing, chest tightness, and cough, although initially there may be no symptoms. In addition to causing silicosis, inhalation of crystalline silica particles has been associated with other diseases, such as chronic obstructive pulmonary disease, connective tissue disease, renal disease, tuberculosis, and lung cancer.

The dangers of silica exposure and silicosis are well established in the mining,⁷⁻⁹ iron and steel manufacturing,^{10,11} and pottery industries.¹²⁻¹⁴ The danger to construction workers is less clear, although certain occupations (e.g., masonry, abrasive blasting) have well-documented associations with silicosis.¹⁵⁻¹⁹ Since 1985, silicosis surveillance has been conducted in several states under the NIOSH SENSOR program.²⁰ The New Jersey Department of Health and Senior Services (NJDHSS) is 1 of 3 state agencies that conduct surveillance of silicosis under SENSOR (Michigan and Ohio are the other 2 states). The SENSOR states obtain reports of silicosis from hospital discharge data, physician records, death certificates, and other sources.²¹ Recently, California, New York, Maine, New Mexico, and North Carolina have begun silicosis surveillance under various NIOSH surveillance grants.

The NJDHSS maintains a registry of reported silicosis cases and collects the medical and occupational data necessary for determining whether a case meets an epidemiological case definition. Cumulative data on silicosis are collected and are analyzed by NIOSH to determine incidence, causes, and trends of the disease. An integral component of the New Jersey surveillance system for silicosis is the follow-up of work sites identified through case reports. NJDHSS industrial hygienists conduct on-site evaluations, assess the risk of exposure to silica, and recommend control measures to prevent exposure.

The NJDHSS began a hazard surveillance project in 1998 to investigate highway repair as a possible source of silica exposure. Interest in this industry stemmed from a sentinel case of silicosis identified by NJDHSS in 1993. The case involved an individual who worked for 2 road construction companies from 1955 to 1990. This person was 63 years old when he was first diagnosed with silicosis. His work history indicated exposure to silica dust without

respirator use during highway-building activities. Although the sentinel case pointed to exposure as a result of building roads versus repairing highways, a link between the highway construction industry and silica exposure was established. A review of the Occupational Safety and Health Administration's (OSHA) Integrated Management Information System database revealed that few data were available on silica exposure from highway construction. A pilot project was initiated with the New Jersey Department of Transportation (NJDOT) to perform industrial hygiene air sampling at highway repair sites. Air sampling was performed at a bridge deck repair site during the 1998 summer construction season; levels of silica dust indicated that workers were potentially overexposed.

In January 1999, the New Jersey Silica Partnership (Table 1▶) was formed to address issues associated with silica exposure among New Jersey road and highway workers. The primary goal of this effort was to quantify silica exposure from dust-producing tasks undertaken during road construction and repair work. The silica exposure data were used to support the development of protective language for NJDOT contracts similar to the health and safety language for reducing lead exposure that currently appears in NJDOT contracts for overpass- and bridge-painting operations.


Comments on Visualize 2050 draft air quality conformity scope of work

Bill Pugh <bill@smartergrowth.net>

Sat 3/30/2024 8:57 PM

To:TPBcomment <tpbcomment@mwkog.org>;Cristina Finch <cfinch@mwkog.org>

Cc:Kanti Srikanth <ksrikanth@mwkog.org>

 1 attachments (96 KB)

Comments on Visualize 2050 Air Quality Conformity Scope March 30, 2024.pdf;

Dear TPB board members and Ms. Finch,

Please see attached comments on the Visualize 2050 draft air quality conformity scope of work.

Regards,

Bill Pugh, AICP CTP | Senior Policy Fellow

Coalition for Smarter Growth

www.smartergrowth.net | @betterDCregion

bill@smartergrowth.net

(202) 821-3226

MEMORANDUM

To: TPB Board members, and Cristina Finch, TPB Planning Manager

CC: Kanti Srikanth, TPB Director

From: Bill Pugh, AICP CTP

Date: March 30, 2024

Re: Comments on Visualize 2050 Draft Air Quality Conformity Scope of Work

The Coalition for Smarter Growth provides the following specific comments on the Visualize 2050 Air Quality Conformity scope of work. These comments supplement CSG's prior comments on the Visualize 2050 Conformity Inputs submitted:

- March 20, 2024 comment letter to the TPB Board on Visualize 2050
- March 27, 2024 TPB Visualize 2050 Feedback Form responses

We recommend that the Air Quality Conformity process – following a review of projects that complies with board resolution R19-2021 – incorporate the following:

1. Show the extent of air pollutant improvements due to the change in the EPA model used versus changes in projects and travel inputs between Visualize 2045 and Visualize 2050

The February TPB Technical Committee briefing on the change in the air quality model to be used (going from EPA MOVES3 to the EPAMOVES4 model) showed that just the model change would result in notable changes in results for GHG, NO_x, and VOCs. When TPB reports the results of its air quality conformity modeling, it will be important that TPB show the relative magnitude of changes due to the model assumptions versus due to changes in the transportation network and travel pattern assumptions.

The sensitivity analysis conducted by TBP staff on the new EPA MOVES4 model was very helpful, showing a decline in GHG results by as much as 20% in later years simply due to the change in the model. The declines in GHG and criteria pollutants due to updated fuel economy standards and other factors are good news. TPB staff will need to do a similar comparison of Visualize 2045 and 2050 results showing what is due to the model change.

2. Clearly state the telecommuting and post-pandemic travel pattern assumptions and use the most recent data possible to inform these

Please communicate the telecommuting assumptions that will be used. Do these reflect current patterns? It will be important to explain what has changed between Visualize 2045 and Visualize 2050 in these assumptions and how these compare with current day telecommuting and general travel patterns.

3. Incorporate documented increases in non-work car trips for teleworkers in the modeling

Recent studies have shown that on average teleworkers add non-work trips for the work trips they don't make. It is important that TPB's modeling capture these additional non-work trips when accounting for telecommuting patterns in its air quality conformity analysis.

The State Smart Transportation Initiative (SSTI) summarizes a key recent study:

The work confirms what other studies have found—that remote work can have an induced-travel effect on non-work trips. It found that people tend to make one extra trip on days they work from home. The researchers also determined it is typically a new trip, and not one that would have been taken another time. They note that this new trip is usually shorter than a commute, so the overall effect of remote work on total travel distance is negative. But they also warn, “the travel reduction effects of telecommuting will be overestimated if the new trip-generation is not taken into account.”... The researchers also add that the induced non-work travel caused by remote work could be even larger now that COVID concerns have dwindled.

SSTI, February 27, 2024, *Workers offset their commute travel when working from home*, <https://ssti.us/2024/02/27/workers-offset-their-commute-travel-when-working-from-home/>

4. Show what levels of per capita VMT reduction will be needed to achieve the COG and TPB greenhouse gas reduction targets for 2030 and 2050 and how the package of projects performs relative to these

We know to meet the minimum COG target this is in the magnitude of a 20% light duty per capita VMT reduction by 2030 from pre-pandemic levels based on TPB's Climate Change Mitigation Study of 2021 and other national studies. TPB needs to clearly state the per capita VMT reduction needed and analyze how the finalized package of projects would perform based on current electric vehicle adoption forecasts.

5. Break down performance results by sub-areas (core, inner ring, outer ring)

Visualize 2045 only did this for a few metrics. A fuller technical appendix with these results would be helpful for jurisdictions to understand how their policies and projects affect regional outcomes - this was also a comment of a board member at the March TPB meeting.

—

We appreciate the lengthy time, effort and technical attention that staff spend on the air quality conformity modeling and hope these comments can help bring to light results and assumptions that are important for the public and board members. Thank you for the opportunity to comment.


Comments - Seneca Creek Watershed Partners

Seneca Creek Watershed Partners <senecacreekwp@gmail.com>

Sat 3/30/2024 10:09 PM

To:TPBcomment <tpbcomment@mwkog.org>

Cc:Deby Sarabia <ecorizons@outlook.com>

 1 attachments (230 KB)

SCWP Comments TPB Visualize 2050 Air Compliance final.pdf;

Good evening,

Seneca Creek Watershed Partners submits the attached comments on the Visualize 2050 Plans.

Thank you for your consideration.

Kevin

--

Seneca Creek Watershed Partners is a registered 501(c)(3) nonprofit organization dedicated to the protection of the Seneca Creek watershed in Maryland.

[Website](#)

[Facebook](#)

[Donate](#)



Seneca Creek Watershed Partners

March 30, 2024

To: TPBcomment@mwcog.org

Dear Transportation Planning Board,

On behalf of Seneca Creek Watershed Partners, a non-profit organization dedicated to protecting and improving the ecological health of the Seneca Creek Watershed, we respectfully submit these comments on the Visualize 2050 National Capital Region Transportation Plan.

We are deeply concerned about the following proposed projects, and urge their **removal** from the Visualize 2050 Plan:

- Widening of I-270 from I-370 to I-70 (T6432, T11583)
- Extensions of Little Seneca Parkway and Observation Drive (T7503)
- Construction of a Dorsey Mill bridge (CE1577)

The Seneca Creek watershed is already heavily impacted by dense development, roads, and Interstate 270, and their associated air quality impacts. These projects pose significant threats to already overburdened, stressed communities and natural areas along the I-270 corridor. Clarksburg and the Little Seneca subwatershed in particular are receiving disproportionate impacts due to aggressive development and numerous existing and proposed new roads. Not only do these new roads risk exposing communities to air quality violations, but they also damage or destroy stream health, wetlands, and forests.

Interestingly, at the same time new roads are being proposed in the ethnically diverse communities of Gaithersburg, Germantown, and Clarksburg, numerous roads in the Rockville area are now proposed to be *reduced* in width and bike and transit *added* to meet air quality standards (pp. 7-14). We are concerned that this discrepancy could lead to environmental inequity.

We are deeply troubled by the proposal to replace the 27-acre Metropolitan Grove forest in Gaithersburg for toll lane access and a transit center, which appears to be an instance of transit greenwashing.¹

The transportation sector in Maryland is a significant contributor to air pollution, causing a substantial percentage of emissions. The EPA notes that atmospheric deposition of nitrogen and sulfur from air pollution is a major stressor to both terrestrial and aquatic ecosystems through acidification and eutrophication. Acid deposition of airborne sulfur also damages trees and forest soils, while atmospheric nitrogen can reduce plant biodiversity and harm fish and other aquatic life. Ozone damages trees even in protected natural areas, and heavy

¹ By this, we mean that while mass-transit is a beneficial and necessary piece of reducing carbon emission levels and pollution, in this instance, it seems that the transit center is a small consolation to a much larger, and more environmentally damaging expansion of heavy-pollution and heavy-emission lanes, and being built over healthy forest in an area with already limited natural spaces.

metal compounds emitted as exhaust from fuel combustion can eventually accumulate in plants and fish consumed by people.²

Lakes and streams are impacted by acid deposition from fossil fuel combustion, leading to significant declines in acid-neutralizing capacity and biological damage. Many invertebrates which our group monitors annually are very sensitive to acidification, with some disappearing at pH values as high as 6.0.³

Additionally, the transportation sector is a major driver of climate change due to carbon dioxide (CO₂) emissions from fossil fuel combustion. Road construction often involves deforestation, and roads absorb and retain heat, creating localized heat islands. The Seneca Creek watershed contains trout streams Wildcat Branch and Little Seneca Creek. If the state fails to reduce climate-related temperature increases, these cold-water fisheries will not survive.

Beyond air quality problems, more and wider roads also degrade our watershed by increased stormwater runoff, streambank erosion, deforestation, chloride (road salt) pollution, and trash.

SCWP partners and volunteers have invested countless hours to protect and restore our watershed. New and wider roads are counterproductive to our efforts. Note that Montgomery County's progressive and visionary policy guidance from Thrive 2050 is to "stop proposing new roadways with 4+ lanes in master plans." The TPB plan for new and wider roads in the Seneca Creek watershed contradicts the Montgomery County planning goal.

We urge the Transportation Planning Board to prioritize the protection of our natural resources, and the health of our communities, by **removing** the aforementioned road projects from the Visualize 2050 Plan. Thank you for taking into account our concerns.

Sincerely,

/S/ Kevin Misener
President, Seneca Creek Watershed Partners

² *Ecosystems and Air Quality*, EPA, <https://www.epa.gov/eco-research/ecosystems-and-air-quality>

³ D. W. Schindler, Effects of Acid Rain on Freshwater Ecosystems. *Science* 239,149-157(1988).DOI:[10.1126/science.239.4836.149](https://doi.org/10.1126/science.239.4836.149)

March 30, 2024

Clark Mercer
Executive Director
Metropolitan Washington Council of Governments
777 North Capitol St NE, Suite 300
Washington, DC 20002

Re: Comments on Visualize 2050 Draft Regionally Significant for Air Quality Projects to be completed in 2026 or later

Dear Executive Director Mercer,

On behalf of the Greater Washington Partnership (the Partnership), I am writing to provide comments the Metropolitan Washington Council of Governments's (MWCOG) Visualize 2050 Draft Regionally Significant for Air Quality Projects to be completed in 2026 or later (the Draft Projects).

The Partnership is a nonprofit alliance of nearly 50 leading corporate, university, and nonprofit employers in Maryland, Virginia, and the District of Columbia committed to championing the region's growth and vitality. In 2018, the Partnership released the [Blueprint for Regional Mobility](#), an employer-informed, action-oriented strategy to transform our region's transportation system into an asset that ensures our global competitiveness, expands access to opportunity, and removes barriers to mobility from Baltimore to Richmond.

As MWCOG works to finalize and approve the Draft Projects, the Partnership encourages continued consideration of the value of investing in a robust, multimodal mobility network for the Greater Washington region. We applaud the inclusion of transformative projects such as the New Purple Line Transitway, the new Long Bridge, MARC and VRE Service Improvements, and rapid transit expansion projects like the Benning Road Streetcar Expansion and Route 1 Bus Rapid Transit. These projects will help drive inclusive growth and expand access to opportunity aligning with central goals of our [Blueprint for Regional Mobility](#) as well as several recommendations outlined in our [Capital Region Rail Vision](#).

I thank you for your consideration of the Partnership's comments and our shared goal of making this region the best place to live, work, and build a business.

Sincerely,

Thomas J. Maloney
Vice President, Policy & External Affairs

CC: John Hillegass, Director, Regional Mobility & Infrastructure
Michael Jerakis, Associate, Regional Mobility & Infrastructure



TPB Item 1 Virtual Comment Opportunity

Cheri Conca <cheri.conca@sierraclub.org>

Tue 3/19/2024 2:49 PM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Transportation Planning Board Members,

The Sierra Club Virginia Chapter asks that the Transportation Planning Board (TPB) reconsider its Visualize 2050 project list and include projects that reflect regional and local climate goals, such as Route 7 bus rapid transit; and remove projects that do not align with those goals, such as highway expansions.

The TPB's Climate Change Mitigation Study shows that the region must reduce per capita vehicle miles traveled by 20% by 2030, with further reductions by 2050, in order to meet Metropolitan Washington Council of Government's greenhouse gas reduction goals, which indicates that transit and accessible bike/pedestrian paths should be prioritized over highway expansions. Independent think tank Sightline Institute notes that both academic findings and real-world experience show that new highway capacity in a metropolitan area will gradually be filled by new trips, and that congestion and stop-and-go driving will gradually increase to approximately the same level experienced prior to the highway expansion. Over the course of five decades, adding new highway lanes could lead to substantial increases in vehicle travel and CO2 emissions from cars and trucks.

Our climate is at a tipping point. Transportation agencies have a critical role in reducing greenhouse gas emissions, given that the transportation sector is the largest producer of greenhouse gases. Every effort must be made to reduce vehicle miles traveled. Transportation planning is a long-term endeavor. Expanded transit and multimodal transportation must be prioritized now.

Thanks,



Cheri Conca
Transportation and Smart Growth Program Manager
Sierra Club Virginia Chapter
Pronouns: she/her
703.431.4225

[opt-in to monthly news and action alerts in Northern Virginia](#)

"The most environmentally friendly product is the one you didn't buy."

—Joshua Becker

TPB Item 1 Virtual Comment Opportunity

Tame Coalition <tamecoalition@gmail.com>

Wed 3/20/2024 7:08 AM

To:TPBcomment <tpbcomment@mwkog.org>

To: TPB Members

The TAME Coalition extends our appreciation to the Transportation Planning Board (TPB) for taking the following two actions:

1. Removing proposed Midcounty Highway Extended from the Visualize 2045 update, and;
2. Removing two final sections of proposed Midcounty Highway Extended from Visualize 2050:
 1. Project ID - MC12F: MD 118 Germantown Road Extended *from* MD 355 *to* M-83 Watkins Mill Road
 2. Project ID - MC14G: Middlebrook Road Ext. *from* MD 355 *to* M-83

The removal of Midcounty Highway Extended is consistent with Montgomery Climate Action Plan, and; is in alignment with Montgomery County's Thrive 2050 pledges to combat:

1. *Climate Change* by addressing air quality, water quality, flooding and drinking water supply, and biological diversity.
2. *Environmental Justice* by examining land use decisions to identify vulnerable communities that have become a receiving area for unwanted and potentially harmful land uses.
3. *Human Health* by promoting policies that reflect the research demonstrating the physical and mental health benefits of reducing air pollution and extreme heat.

Respectfully,

Margaret Schoap

Margaret Schoap, Organizer

240-581-0518 cell

Diane Cameron

301-655-6049 cell

Tim Goodfellow

301-466-9527 cell

Deborah Sarabia

240-778-5430 cell

<http://www.tamecoalition.org/>

Comment on TPB's Visualize 2050

Janet Gallant <jmbgallant@gmail.com>

Sat 3/30/2024 8:42 PM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Henderson,

I am Janet Gallant, one of the coordinators of DontWiden270.org, an all-volunteer grassroots group. Our organization actively opposes toll lanes on I-270 and I-495 in Montgomery County, Maryland, and also opposes the Southside Express Lanes project that would bring toll lanes across the Woodrow Wilson Bridge into Prince George's County in Maryland.

I am asking the Transportation Planning Board to remove these projects from Visualize 2050.

The Hogan-era toll lane plan for I-495/I-270 is inherently inequitable, environmentally destructive, and will not solve congestion for the vast majority of drivers.

The I-495/I-270 toll lane project was designed, pre-pandemic, to maximize profit for a private contractor in a public-private partnership (P3). The success of the project depended on ensuring enough rush hour congestion in the general lanes to spur wealthy drivers to pay as much as \$5 a mile to use the toll lanes. As one MDOT consultant put it, "The success of the managed [toll] lanes depends on the operational failure of the general lanes."

Post-pandemic, the toll lane plan makes even less sense than it did when first proposed. Work schedules and driving patterns have changed dramatically. Rush hours cannot guarantee sufficient toll revenue. Whether the project is publicly or privately funded, taxpayers will be on the hook to compensate for financial shortfalls.

The plan's environmental harms have been well documented, including by a Sierra Club-led coalition of over 40 organizations, and in Visualize 2050 comments submitted to the TPB by multiple advocacy groups. The I-495/I-270 plan would seriously undermine the TPB's greenhouse gas reduction goals.

And this inequitable, damaging, ineffective toll lane plan – as originally proposed by the Hogan administration and approved in a Record of Decision -- is essentially the same plan the Moore Administration proposed in its unsuccessful grant application for federal funding, and the same plan now proposed for Visualize 2050.

For similar reasons and more, I also ask the TPB to remove the Virginia Department of Transportation's Southside Express Lanes project from Visualize 2050.

The Southside project will crowd out Metro's Blue Line extension over the Wilson Bridge. VDOT has downplayed this objection, saying it will remove the toll lanes from the bridge if/when the region decides to go ahead with rail on the bridge. But VDOT's private contractor would exact a heavy price from Virginia's taxpayers for removing the toll lanes and introducing competition for toll dollars. More likely Virginia would exercise its veto power and reject the Blue Line.

The Southside project imposes highly inequitable and environmentally destructive toll lanes on populations and areas of Prince George's County already facing major environmental justice issues. VDOT will conduct a truncated version of an environmental review for the Southside toll lanes: an Environmental Assessment instead of the much more extensive Environmental Impact Statement review that MDOT used for the I-495/I-270 toll lane project in Montgomery County.

Finally, rather than eliminate congestion, the Southside project will simply relocate VA's Springfield bottleneck to MD's Oxon Hill. There will be ongoing or worsening congestion for the vast majority of the public.

For all of these reasons, I urge the TPB to remove the I-495/I-270 and Southside toll lane projects from the Visualize 2050 plan.

Thank you,

Janet Gallant
664 Azalea Drive
Rockville, MD 20850

VISUALIZE 2050

National Capital Region Transportation Plan

March 2024 Public Comment Opportunity

Comments from Individuals via Letters


TPB Item 1 Virtual Comment Opportunity

r.rybeck@justeconomicsllc.com <r.rybeck@justeconomicsllc.com>

Wed 3/20/2024 9:17 AM

To:TPBcomment <tpbcomment@mwkog.org>

Cc:Henderson, Christina (Council) <chenderson@dccouncil.us>;John Swanson <jswanson@mwkog.org>;Kanti Srikanth <ksrikanth@mwkog.org>;Lyn Erickson <lerickson@mwkog.org>

 1 attachments (735 KB)

Visualize 2050 - Air Qual Conf - Just Econ Comment 24-03-21.pdf;

Dear TPB Board and Staff,

I am Rick Rybeck, director of Just Economics LLC. I cannot attend today's meeting in person. Therefore, I am submitting my public comment electronically via e-mail. See the attached file.

Thank you for considering my views. Please let me know if you have any questions or concerns.

Regards,

Rick Rybeck, Director

r.rybeck@justeconomicsllc.com

Just Economics 

Just Economics LLC

1669 Columbia Rd., NW, Suite 116

Washington, DC 20009-3625

202-439-4176

<https://justeconomicsllc.com>

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TRANSPORTATION PLANNING BOARD MEETING
March 21, 2024

Item 1 Virtual Comment Opportunity

VISUALIZE 2050
AIR QUALITY CONFORMITY

I am Rick Rybeck, director of Just Economics LLC. I cannot attend today's meeting in person. Therefore, I am submitting my public comment electronically via e-mail.

At today's meeting, the Board will be briefed about project updates for and public comments about the upcoming iteration of the Constrained Long Range Plan (CLRP), referred to as "Visualize 2050." Unfortunately, Visualize 2050 is not sufficiently visionary to meet the critical imperative to substantially reduce greenhouse gas (GHG) emissions. This primarily "business as usual" approach will doom the region to environmental degradation, health impairments, loss of life and fiscal bankruptcy.

SUMMARY:

In order to meet the critical demands of environmental and fiscal sustainability, Visualize 2050 must:

- Reduce the number of roadway widenings;
- Convert existing "free" lanes to priced lanes;
- Demand more rigorous, evidence-based accountability for CLRP project justifications in terms of how they satisfy federal planning factors and TPB Goals;
- As a condition for infrastructure project inclusion in the CLRP, the TPB must require:
 - Significant reform of zoning and other development regulations by member jurisdictions; and
 - Reduction or elimination of financial incentives for sprawl development.

BACKGROUND:

MWCOG and TPB Board members have been informed about the environmental crisis facing the region, the country and the world. MWCOG and TPB have adopted stirring "vision" documents with aspirational goals. Unfortunately, the nuts-and-bolts planning documents that will facilitate future infrastructure investments fail to live up to these laudatory goals and aspirations. Although Visualize 2050 purports to adopt a "zero-based budget" approach to the CLRP, and although a few projects from prior CLRPs have been abandoned, the **changes are not sufficient to meet the substantial GHG reductions necessary to safeguard the environment upon which our economic, social and biological survival depend.**

The primary driver for environmental degradation and unsustainable infrastructure spending is urban sprawl. Sprawl is not inevitable and it is not the result of "free market" choices. Sprawl results from prior infrastructure investments, infrastructure operations, development regulations (including zoning) and financial incentives embedded in federal, state and local tax codes.

Visualize 2050 does not materially change over-reliance upon private vehicles for regional transportation. Although roadway pricing has been proven effective in reducing traffic congestion and pollution, the region's approach is primarily confined to adding new tolled lanes to existing roads rather than converting existing free lanes to priced lanes.

But even if roadway widenings were eliminated from the infrastructure investment inputs, they would not be sufficient to accomplish sprawl reduction. Effective, sustainable and equitable integration of transportation infrastructure with nearby land use can only be accomplished through commitments to zoning and tax reform. The region's support for infrastructure investments in the CLRP must be conditioned upon the implementation of these reforms.

Thank you for considering these remarks. Please let me know if you have any questions or concerns.

TPB Item 1 Virtual Comment Opportunity

Sally Stolz <sallystolz@aol.com>

Wed 3/20/2024 11:56 AM

To:TPBcomment <tpbcomment@mwkog.org>

 1 attachments (105 KB)

Request TPB remove 495270 toll road from long-range plan.pdf;

Dear Chair Henderson and TPB members,

Please consider these comments in your discussion tomorrow regarding Visualize 2050.

Sincerely,

Sally Stolz

(301)906-4908

March 21, 2024

TPB Item 1/ Virtual Comment Opportunity

Dear Chair Henderson and TPB Members,

The Visualize 2050 plan for extending Virginia's managed lanes into Maryland over the American Legion Bridge, would create misery. The plan is inequitable, discriminatory, will actually create congestion for drivers in the general lanes, will increase greenhouse gas emissions and promote auto dependency, will destroy neighborhoods and thousands of acres of parkland and green space, and force desperate drivers to pay astronomical tolls.

The Visualize 2050 express lanes for Maryland's I-495 and I-270, if built according to the existing plan, will create congestion by removing the HOV-2 lanes on I-270, which are only HOV for 15 hours a week. So 91% of the time they are general lanes. They will be gone. And South of Falls Road, where there are currently 7 lanes on each side, it removes the two HOV-2 lanes plus two more lanes. This WILL create congestion. This is intentional. The plan needs to create congestion to force drivers onto the expensive toll lanes.

This cruel plan is unconscionable and you can stop it. There is no need to create this misery. We can do much better.

Another fact that most people don't know is that MDOT's current design for the toll lanes makes it impossible to enter or exit the toll lanes directly to or from the general lanes.

In MDOT's plan for I-270 and I-495, if you're in the general lanes and all of a sudden the traffic slows for an accident, the only way to get into the toll lanes is to exit the highway and drive through local roads until you find an entrance to the toll road. Now imagine what the local roads will be like if everyone decides to do that.

Conversely, the only way to exit the toll lanes is to exit the highway altogether and drive on local roads until you get to the next entrance ramp for the general lanes. This crazy design will not only create havoc on local roads, but will effectively lock some people into the toll lanes, forcing them

to unwittingly spend even more money on tolls. If this cruel and crazy plan is not stopped by the TPB, it may be impossible to stop.

But it desperately needs to be stopped. A 12 mile trip from Rockville to Tyson's would cost \$50 because the maximum toll in 2026, for example, would be over \$5 per mile. That is the peak congestion charge, but of course that is precisely when one might want to escape congestion and use the toll lanes. Considering how hard it will be to switch from the general to the toll lanes, it's doubtful many will use the toll lanes on an impromptu, desperate-situation basis, such as an accident. The local roads will be too backed up for them to even get to the toll road entrance. Instead, the toll lanes will be used regularly by wealthy people who don't care what the toll is. It will effectively be their private road. This is one reason why it is so inequitable.

This project must be stopped. For five years MDOT and then Comptroller Franchot were bombarded with messages to stop this terrible project. Messages from our top local leaders who have solid plans for reducing congestion on I-270 and I-495, down to thousands of informed citizens who through research and consultation with traffic modeling and many other experts, quickly saw the destruction and futility of this project.

But Gov. Hogan and MDOT, largely ignored public opposition since 2018, making only temporary changes. Now Gov. Moore seems to be reluctantly going along with it despite his promise to "leave no-one behind." The original goal of tolling the entire Maryland beltway with exorbitant tolls appears to be the same. And unless the TPB stops this terrible project now, we may be sentenced to this cruel combination of increased congestion, increased GHGs, and astronomical tolls - on top of all the destruction.

Please, do the right thing. Send MDOT back to the drawing board to work with our local governments for the RIGHT plan.

Very Sincerely,
Sally Stolz

Co-Coordinator of DontWiden270.org (please visit our website for much more information and links to resources.) which will submit its own comments with documentation very soon.

5 Lochness Court
Rockville, MD 20850

(301)906-4908

Supplemental Attachment
Sally Stolz

Along with thousands of others and nearly ALL of Montgomery County and Prince Georges County Elected Officials, I oppose this project. Here are some of my reasons:

1. It is a very inequitable plan and will CREATE congestion in the general lanes.

a. User fees such as tolls are a regressive tax. Middle and lower income drivers will rarely if ever get to use the express lanes because the tolls are a much higher percent of their income, making them unaffordable.

b. It makes the bottleneck on northbound I-270 worse, as it would have 7 lanes feeding into two.

c. It creates a new bottleneck where the new toll lanes would feed into the unchanged I-495 lanes.

d. It makes the lanes which remain “free” much more congested than they are now because:

e. It removes the HOV lanes, which are only HOV 15 hours a week (ex. Northbound HOV lane is only HOV 3:30-6:30 M-F. The rest of the time they function as general purpose lanes.) So in effect, 91% of the time, there will be one less general lane.

f. More congestion leads to more accidents which lead to more congestion.....

g. Only very wealthy commuters will be able to use the toll lanes regularly, as rush hour tolls will be well over \$2/mile!

h. Trucks will use the general lanes, as research shows they avoid tolls. This makes the general lanes less safe!

i. Additional accidents due to trucks will FURTHER congest the general lanes.

j. Carpooling will be reduced, adding to congestion. The HOT lanes will get less HOV users than our current HOV lanes because:

-It is more difficult to find 2 extra riders for HOV-3 than 1 extra rider for HOV-2

-Access to the HOT lanes will be limited, adding further commuting time just to get on them.

-Currently drivers can get into the HOV lane as soon as they get on, wherever they get on. That will end.

2. It is bad for the environment and bad for our health.

a. It promotes use of Greenhouse gas emitting autos rather than mass transit, teleworking, biking.

b. The health of thousands of people living, working, being educated and playing sports near I-270 will be endangered.

c. It will create serious stormwater runoff problems - both environmental and financial.

d. It will destroy well-established green buffers, which add beauty, help clean the air and reduce noise.

3. It is truly disastrous for the City of Rockville.

a. Traffic will be increased through Rockville city streets as people make their way to and from the new toll road entrances.

b. The city will bear huge expenses for mitigating increased traffic and new traffic patterns

c. The city will bear huge expense upgrading the stormwater management system to handle more runoff.

d. The local streams our children play in will be more polluted from construction runoff and stormwater runoff.

e. The 5+ years of construction will make getting from the side west of 270 to the side east of it slow and hazardous.

f. The 5+ years of construction will add noise, silica dust and other health and sleep-jeopardizing pollution to Rockville, Gaithersburg, Bethesda and Potomac citizens living near I-270.

g. The County Court system and businesses in downtown Rockville and Rockville Pike will be disrupted, as people will have difficulty getting to them during the 5+ years of construction.

h. Many residences will lose parts of their backyards, according to MDOT's maps. In some cases this would make their backyards unusable and homes unlivable. And the Limits of Disturbance shown by MDOT may be underestimated.

4. It will open the door for Transurban, the lead P3 company MDOT selected, which backed out due to a "changed political environment" to return and create new bottlenecks, and then convince MDOT to sign more contracts to relieve the bottlenecks by widening I-495 as they originally planned. They have done this in Virginia and Australia. This is their business model. They are patient. Letting them build the toll road on I-270 is **like letting the proverbial camel's nose under the tent.**

5. Building with a P3 is more expensive in the long run. Not only would toll revenue which could be going to the state of Maryland, go to private investors, but for 50 years Transurban would have control over local decisions for I-270 and roads near it, due to non-compete clauses buried in the voluminous contracts. They would prevent helpful changes

6. Putting this "highway within a highway" down the middle of I-270 is opposed by nearly all the local elected officials in Montgomery and Prince Georges Counties, from the Mayor and City Council of Rockville to the Montgomery County Executive, to the President and entire Montgomery County Council, to the Mayor of College Park and many other mayors in Prince Georges County, to the entire District 17 state delegation (Rockville and Gaithersburg) and many other state legislators, and on

and on. There is much opposition in Frederick County now, too, as people are becoming aware of the projected cost of the tollroad and the increased congestion in the free lanes.

6. It is the opposite of what we should do to tackle Climate Change.

7. Montgomery County has much more equitable solutions for traffic relief on I-270, which are also less destructive, less expensive and more climate-friendly. Solving the bottleneck in the northbound lanes of I-270 **north of I-370** must come first. Other traffic relief measures are reversible lanes, incentivizing the continuation of teleworking (if needed) and providing more mass transit options, such as more MARC train service, dedicated bus lanes, and more.

8. If the American Legion Bridge is to be widened, it should include enough space and support for rail. Our long-term regional plan should connect the entire metropolitan region with efficient, environmentally friendly rail. **And Maryland should finance it traditionally, with help from the federal government. If there are to be tolls, they should be controlled and reaped by the taxpayers, not a private company.**

THANK YOU very much for reading all these reasons for the Transportation Planning Board to keep MDOT's ill-conceived P3 proposal out of Visualize 2045..

**Very Sincerely,
Sally Stolz**

Co-Coordinator of DontWiden270.org (please visit our website for much more information and links to resources.)

**5 Lochness Court
Rockville, MD 20850
(301)906-4908**

Comments on Visualize 2050

George Aburn <tadaburn@gmail.com>

Fri 3/29/2024 9:29 AM

To:TPBcomment <tpbcomment@mwkog.org>;Lyn Erickson <lerickson@mwkog.org>

Cc:chenderson@dccouncil.gov <chenderson@dccouncil.gov>;callen@dccouncil.gov <callen@dccouncil.gov>;Kenny Boddy <kboddy@pwcgov.org>;lvey, Jolene <jivey@co.pg.md.us>;tedernoga@co.pg.md.us <tedernoga@co.pg.md.us>;Vivek Ravichandran <vravicha@terpmail.umd.edu>;Janet Phoenix <jphoenix@gwu.edu>;Parisa Norouzi <parisa@empowerdc.org>;anne@chesapeakeclimate.org <anne@chesapeakeclimate.org>;Jeffrey King <jking@mwkog.org>;Julie Kimmel <jkimmel@moms-clean-air-force.org>;William Washburn <william.washburn1@comcast.net>

 1 attachments (90 KB)

TPB Visualize 2050 Comment Letter 03292024 Final.pdf;

Lyn - My comments on the Visualize 2050 Plan are attached. These comments are the initial comments requested by TPB to be submitted in the month of March. The comments raise concerns over conformity, climate change and environmental justice.

Thank you again for all of your help.

Tad

Tad Aburn
39724 East Sun Drive, Unit 213
Fenwick Island, DE 19944
tadaburn@gmail.com
(443) 829-3652

March 29, 2024

Christina Henderson, Chair, MWCOG Transportation Planning Board (TPB)
Charles Allen, Chair, MWCOG Board
777 North Capitol St. N.E.
Suite 300
Washington, DC 20002

RE: Comments on Visualize 2050¹

Chair Henderson, Chairman Allen:

I am writing to submit comments on TPBs Visualize 2050 Plan. My comments focus on both the inputs and several key areas involving air pollution where the Plan is inadequate. These three areas are:

- The air quality conformity analysis. It is outdated and does not fully address air pollution,
- The plan's failure to address high-risk air quality hotspots in environmental justice communities of color created by transportation plans and programs, and
- The plan's underperformance on reducing greenhouse gasses to address the region's and the nation's climate change crisis.

Before I summarize my comments, I do recognize how visionary and comprehensive the Visualize 2050 Plan is in almost all areas ... except for the three air quality issues identified above. The plan is truly a vision of how to use smart transportation planning to drive a future that will ensure prosperity, economic development and a high quality of life in the Washington Metropolitan area. The three issues I am identifying must be addressed in the Plan to fully accomplish that goal.

¹ As background, my name is Tad Aburn. I have submitted comments on this issue at every TPB meeting since November of 2022. I am retired, was a Maryland resident for 68 years and I am now doing volunteer work for overburdened communities in Prince George's County and the District of Columbia. I am also a member of the DC EJ Coalition. In 2022, I was the Chair of MWAQC TAC. I was an MWAQC member for over 10 years. For almost 20 years I was the Director of the air pollution program in Maryland. I worked for MDE for 40 years.

Concerns over the Way the Plan Addresses Air Quality

Visualize 2050 is intended to be a long-term planning vision of how leaders in the Washington DC area want transportation to drive prosperity and a high quality of life throughout the region. Breathing clean, healthy air in all communities across the metropolitan area is a critical factor in maintaining the prosperity and high quality of life that is at the heart of Visualize 2050.

Unfortunately Visualize 2050 does the absolute minimum required by law to address air pollution and the public health and environmental risks associated with exposure to high levels air pollution.

Some of the major problems with the approach used in Visualize 2050 to address air quality are briefly described below:

- The Plan concludes that air pollution is not an issue because it meets the federal Transportation Conformity requirements. This is what's required by federal law, but it is clearly not a visionary approach to looking ahead to 2050 and addressing air quality the way it will need to be addressed. Again, the federal Transportation Conformity requirements are very outdated and provide nothing but a truly minimum approach. Problems with the current federal Transportation Conformity process include:
 - The current budgets are based upon very old standards for both ozone and fine particles ... they are actually almost meaningless in 2024. **The budgets should be updated to the most recent standards and be consistent with the region's most current State Implementation Plans (SIPs) for both pollutants.**
 - The current process ignores the fact that both ozone and fine particle levels are now clearly shown to be higher in communities of color compared to the levels measured at the more urban air monitoring sites across the region used to meet Clean Air Act requirements. **TPB should include a more complete, robust and scientifically accurate analysis of air pollution from transportation that addresses both “average” air pollution and air pollution hot-spots in communities of color.**
 - The federal Transportation Conformity requirements ignore carbon dioxide (CO₂) and fail to show that plans conform with climate change goals. CO₂ is directly linked to transportation and is the most important greenhouse gas. Federal Transportation Conformity models actually

generate CO2 data. Unfortunately this data is not presented or discussed publicly.

- **TPB should establish regional CO2 conformity budgets (perhaps use another name like “targets”) and ensure that all transportation plans that are subject to the federal Transportation Conformity requirements are meeting short-term and long-term climate change goals.** Examples of how this could be done were included in much earlier comments submitted to MWCOG and draft Maryland regulations.
- TPB has a long history of being forward thinking and leaders in addressing difficult emerging issues. To address the above concerns, **TPB should go well above the minimum Federal Transportation Conformity requirements and address all emerging air quality issues in the visionary Visualize 2050 Plan.** With climate change being one of the regions and countries most difficult and frightening problems, air quality issues will become even more important over the next 30 years..

Concerns over Unintentional Systemic Racism Being Driven By the Plan

The Visualize 2050 Plan totally ignores the issue of high-risk air pollution hot-spots in environmental justice communities of color that are driven by MWCOG transportation plans. Based upon a cursory review of the projects included in the Visualize 2050 Plan, it appears that over 50% of the projects and programs in the Plan will create high-risk air pollution hot-spots or make existing hot-spots even worse.

The data, analyses and research on this issue are now readily available and very clear on the significance of the problem. There is no longer any doubt that transportation plans are driving the implementation of transportation projects and programs that continue a long legacy of environmental racism. Because the data on this issue have just recently emerged, this issue was perhaps not well understood five years ago, but in 2024 the data and analyses are very clear ... transportation plans, projects and programs are, without a doubt creating high-risk air pollution hot-spots in environmental justice communities of color. These data and analyses have been made available to both the TPB and MWAQC technical committees, but neither committee has chosen to review the available data, analyses and research.

To resolve this issue, the Visualize 2050 Plan should incorporate the forward thinking concepts included in the DC Council's Environmental Justice Amendments Act of 2023. The DC Council's proposal, which was discussed during an all day hearing on Monday, March 18, 2024, is intended to begin to reverse the

long-standing legacy of unintentional systemic environmental racism being built into transportation plans and projects, permits and other government actions.

A very simple way to begin the process of fixing this decades old problem would be for TPB, in all of its future transportation plans, to require that every project or program demonstrate that the project will not create high-risk air pollution hot-spots in environmental justice communities of color or make existing hot-spots worse. This requirement should be included in the Visualize 2050 Plan.

Concerns over the Plan Failing to Adequately Address the Local and National Climate Change Crisis

The Visualize 2050 approach for addressing climate change is mediocre at best. As a national leader on innovative transportation planning and being the area that is the seat of government throughout the United States, the TPB approach for climate change should be a comprehensive and innovative national model ... not a mediocre effort. Some of the areas that TPB should address to make Visualize 2050 a national model, not a mediocre effort include the following:

- The emission reduction goals being used by TPB are both weak and scientifically unjustified. The current MWCOC climate change goals were considered to be adequate just five years ago. Because of the extensive national and international research on climate change and the data that shows that it is imperative to address climate change on a much more urgent schedule ... Those 2020 MWCOC goals are now considered to be very weak. A June 2023 letter from me and a September 2023 public comment made to TPB by the Chesapeake Climate Action Network (the Mid-Atlantic's premier climate change advocacy group) provided recommendations on what the MWCOC climate change goals should be. These documents are attached. The recommendation is summarized below.
 - Update MWCOCs current goals of 50% by 2030 and 80% by 2050
 - Establish new goals:
 - Mandatory goals of 60% by 2030 and "Net-Zero" emissions by 2050
 - Aspirational "leadership goals" of 65% reduction in GHG emissions by 2028 to 2030 and 20% "Beyond Net-Zero" by 2040 to 2045
 - The aspirational goals are dependent on both advances in technology and the current positive trends in changes to consumer demand and demographics continuing.
 - These are aggressive, but scientifically appropriate goals. They are particularly important to TPB as the transportation decisions made

between 2024 and 2030 will make it easier, harder or maybe impossible to meet the long-term reduction goals needed to address the climate change crisis. **MWCOG should charge CEEPC to revise the current MWCOG climate change goals as quickly as possible and to immediately advise TPB on an interim approach for TPB to use in its greenhouse gas reduction plan to ensure that the TPB effort is not ineffective environmentally and economically.**

- Visualize 2050 will need to make sure that certain types of strategies are included in the Plan or at least not made impossible for later implementation. This would be a meaningful shift in the overall greenhouse gas emission reduction strategy in the Plan, which currently focuses significantly on vehicle electrification and new technology as the main drivers of greenhouse gas emission reductions. Examples of strategies that will need to become higher priorities to meet scientifically acceptable goals include:
 - Transportation Demand Management (TDM) strategies,
 - Vehicle Miles Traveled (VMT) reduction strategies,
 - Transportation related carbon sequestration strategies like urban tree canopy improvements and reforestation,
 - Climate change focused public outreach efforts to emphasize that motorists can play a critical role in addressing climate change by choosing carbon-friendly transportation opportunities.
- **TPB should ensure that its efforts to reduce greenhouse gas emissions are using credible, science-based goals and that the Visualize 2050 Plan includes the full suite of strategies needed to meet the challenge of even deeper emission reductions by 2050.**

In closing the Visualize 2050 Plan is, in almost all areas, a very comprehensive and visionary plan for how transportation can drive regional prosperity and a high quality of life. The Plan does not address air pollution as well as it should. Transportation driven air pollution will become an even higher priority between 2024 and 2050. The region's historical air pollution problems, ground level ozone and fine particulate matter have improved dramatically. The emerging issues of climate change and environmental justice are now the region's top air quality problems. Both of these issues are very challenging, technically and politically.

I urge TPB to enhance the Visualize 2050 Plan to address air pollution problems as they are expected to evolve over the next 25 years ... not as they have been understood to be for the past 25 years.

The courtesy of a response is requested.

Respectfully,

George S. (Tad) Aburn

Tad Aburn

tadaburn@gmail.com

(443) 829-3652

Cc:

Kenny Boddy, Chair, MWAQC

Ted Dernoga, Vice Chair, MWAQCC

Jolene Ivy, Chair, CEEPC

Anne Haverman, CCAN

Dr. Janet Phoenix, DC EJ Coalition

Dr. Sacoby Wilson, DC EJ Coalition

Parisa Norouzi, Empower DC

Cristina Fernandez, USEPA

Alex Mandell, USEPA

Comments on Visualize 2050, Project CE3608, "US 15 North Widening: Battlefield Pkwy. to Montesor Rd."

Martha Polkey <martha.polkey@icloud.com>

Sun 3/31/2024 7:26 AM

To:TPBcomment <tpbcomment@mwcog.org>

Cc:Bill Sellers <bill@jthg.org>

 1 attachments (466 KB)

12 - Route 15 North of Leesburg - A Closer Look at Widening.pdf;

Dear members and staff of the Transportation Planning Board,

Please accept my comments on this Loudoun County highway expansion project.

As you know, this project's funding comes from NVT Authority, and is the first ever highway project administered by Loudoun (not VDOT). Initial federal funding was shed from the project because of the county's desire to evade historic and environmental assessments, which would focus on ways to plan the project in a way that avoided negative impacts to historic and scenic assets (that contribute to tourism income), which current Supervisor Caleb Kershner has referred to as "burdensome federal regulations." Documentation at this link: <https://loudouncoalition.org/wp-content/uploads/2021/05/Federal-funding-for-Route-15-North-Phase-1-documentation.pdf>

1. This project will not mitigate congestion on Route 15, because 75% of daily trips are over the Potomac River bridge, which Maryland has firmly stated for decades is not on the table (or a priority on its needs list). Previous Supervisors and current Supervisors Caleb Kershner nevertheless have publicly stated that there are such plans. Citizens would welcome Maryland representatives' definitive answer on whether the MHW project wish list has changed.

2. The project will induce new traffic, and increased emissions. (See attached assessment of transportation modeling firm Smart Mobility Inc. from 2018. See page 10 for the induced traffic graphic (69% in the expansion area; 45% north of it.)

3, The county declined to consider cheaper, more effective solutions—that are award-winning and on the ground in Loudoun—The Route 50 traffic calming project that mitigated congestion with roundabouts and traffic calming in another historic corridor (AND removed language in the previous Countywide Transportation Plan stating that these (community-supported, but developer-opposed) be the standard for improving rural highways. (A presentation given to former Supervisor Higgins can be shared.)

4. Its retention of the signal at Whites Ferry Road, with 4 instead of 2 stacked lanes of vehicles, misses the opportunity to reduce emissions by an average of 42% had a roundabout been the proposed intersection control. More than three-quarters of surveyed residents preferred a vastly safer and more efficient roundabout—but because of lobbying by misinformed adjacent housing development residents who wrongly feared the roundabout would reduce their access. Elected officials chose political expediency over safety and flow improvements. (With this project Loudoun has created a poster child for how local politics trumps good transportation planning.)

5. The project description notes no **potential environmental impacts**, despite the project's footprint encompassing large sections of floodplain, streams, springs, and spring-fed ponds (where a natural population of trout spawn) in a limestone karst region. Each of three housing developments along the corridor have resulted in new sinkholes, well water contamination, or both. Geotechnical studies of the project corridor show voids, a partly collapsed cave opening, and areas of the water table very close to the surface (in an area where all residents' water comes from wells). Several streams cross under the highway.

6. **The VDOT submission states: "The design process includes context-sensitive methods and follows the Journey Through Hallowed Ground guidelines where possible." As a participant alongside JTHG in those discussions with county staff and its consultants—especially regarding historic and scenic assets of the Byway, I can say with authority that almost nowhere it has been "possible" for JTHG guidelines to be followed.** Except for the opportunity to vote on a limited variety of shrubs, trees and perennials to replace the natural landscape the bulldozers removed. It is most important to note here that the county removed initial federal funding in order to evade Section 106 review of impacts to historic assets, including numerous contributing structures to the Catoclin Rural Historic District, several of which are listed on the National Register of Historic Places. It doggedly pursued a U.S. Army Corps of Engineers general permit that would evade even a lower level of review. (Documentation of this effort is preserved.)

7. The county's own study shows that **this and subsequent planned Route 15 projects just create a longer backup further north** along a National Scenic byway, which will increase emissions and negatively impact small businesses that now thrive due to the tourism the byway attracts. (see attachment) Both VDOT SmartScale funding and funding BUILD grant funding applications for those projects were rejected. Those projects will consume more historic assets (residences, churches, historic schools, commercial properties, and disadvantaged communities (with wealthier new residents in a subdivision successfully lobbying the Loudoun BOS to put a Luckeets village on the side of the village with mobile home parks instead of new 4,000-square-foot homes on three-acre lots.

As a 31-year resident of rural Loudoun County, I have been working since 2003 with federal, state, and local officials to accomplish improvements to access, safety, and flow of Loudoun's National Scenic Byway, within the Journey Through Hallowed Ground Region, in a way that secures an orderly flow of traffic while preserving the historic and scenic assets along the corridor that secures the prosperity of numerous agricultural and tourism-based locally owned businesses along it.

This rural highway's problems could be solved with roundabouts and improved shoulders: the signals create the backups. Periodic accidents (the kind of backups that drivers hate because of the unpredictable delays in their commutes) cause backups because lack of shoulders make accident response difficult and rerouting difficult.

But with a development-friendly Board of Supervisors in charge, the county's consultant was directed to conduct its public outreach and study to focus only on road expansion. I can provide ample documentation.

This is the project that is before you. It is a phenomenal waste of money. It should not meet any emission mitigation profiles, much less congestion mitigation goals. Its sole purpose is to support the highway industrial complex and spawn more sprawl development.

I ask TPB members—especially elected board members who are tempted to look no further than the next election—to have the courage to instead make decisions that are truly for the region’s best future in a heating planet.

Martha Polkey
Black Sheep Farm
14605 Chapel Lane Leesburg, VA 20176
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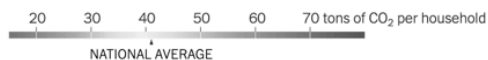
P.S. A NY Times emissions mapping story might inform your decision making on some of the many projects you are considering. <https://www.nytimes.com/interactive/2022/12/13/climate/climate-footprint-map-neighborhood.html>

Here, for example is a map of current climate impact on the Route 15 corridor before you. You’ll see that the darkest (worst) area is along the corridor that this expansion is planned for.

Explore the Map for Yourself

Here’s what average household emissions look like for different neighborhoods near you. (This is our best guess for where you might be reading this article.) You can also look up another location using the search box below or zoom and drag to explore the map.

Washington metro area





Route 15 North of Leesburg: A Closer Look at the Effects of Widening

Prepared by Norman Marshall, President
Smart Mobility, Inc.
September 2018



Route 15 North of Leesburg: A Closer Look at the Effects of Widening

By Norman Marshall, President
Smart Mobility, Inc.

Executive Summary

In the traffic modeling work that Loudoun County has done to date as part of the Route 15 Safety and Operations study, the county has evaluated traffic conditions under two different improvement “concepts” – Modified Concept A and Modified Concept B.

The main components included in Modified Concept A are:

- Widening Route 15 to four lanes between White’s Ferry Road and Montresor Road, with median and turn lanes along this stretch;
- Implementing controlled access (right-in-right-out access at driveways) along Route 15 between Montresor Road and Saint Clair Lane; and
- Building a two-lane, controlled access bypass around Lucketts, while keeping Route 15 through Lucketts to two lanes and maintaining current access.

The main components included in Modified Concept B are:

- Widening Route 15 to four lanes between White’s Ferry Road and Lucketts (south), and implementing controlled access (right-in-right-out access at driveways) along this stretch;
- Implementing controlled access (right-in-right-out access at driveways) along Route 15 between Lucketts (north) and Saint Clair Lane; and
- Building a controlled access bypass around Lucketts, part of which would be four lanes, and part of which would be two lanes.

As part of developing its traffic analyses, the county has projected future (year 2040) traffic volumes for the two concepts. For the Modified Concept A scenario, the county has projected a linear traffic growth rate of 0.75% per year (which equates to an overall growth rate of 17% by 2040 as compared to current volumes). For Modified Concept B, the county has projected a linear traffic growth rate of 1.25% per year (which amounts to a 29% increase in 2040 as compared to 2017 volumes). Although the county’s use of a higher traffic growth rate for Concept B is an acknowledgment that the more extensive widening proposed in Modified Concept B would attract more traffic – or “induced travel” – to Route 15 than the shorter stretch of widening proposed in Modified Concept A, the county’s traffic evaluations of the two concepts fail to adequately capture just how significantly widening in both concepts would induce new travel along Route 15 and therefore create new backups outside of the widened portions. The result is that the county’s analysis significantly exaggerates the benefits of widening Route 15 and underestimates the new traffic problems it would generate.

In order to get a more reliable picture of the effects of widening, I determined it was necessary to employ a travel demand model that more adequately captures key aspects of induced travel and improves other aspects of the travel demand models that are at the county's disposal. I therefore created an enhanced travel demand model that properly accounts for the induced travel that Modified Concepts A and B would generate. I also added a third alternative that does not include widening and serves as a loose proxy for a traffic-calming and roundabout approach so that I could compare traffic congestion under that approach to Modified Concepts A and B.

The results from the enhanced model show that traffic will not grow nearly as much along Route 15—and particularly along the congested portions—if the highway is not widened. Further, the enhanced model shows the extent to which the additional capacity constructed in the two widening scenarios would attract more traffic—and especially regional trips—to the corridor. When the full extent of induced travel is taken into account, it is clear that while the additional capacity from widening may appear to help address existing bottlenecks on Route 15, it simply shifts them upstream of the widened portions.

Even setting my enhanced model aside, the same “bottleneck-shifting” effects of widening Route 15 are also apparent in the modeling outputs generated by the county's own analysis, albeit to a lesser extent since the traffic forecasts the county used for its analyses do not adequately account for induced travel.

To address the safety issues that would result from having to turn left onto a four-lane Route 15 at the many unsignalized intersections along the roadway, access from driveways and many side streets is shown as being limited to right-in-right-out movements in Modified Concepts A and B. This would greatly inconvenience those accessing Route 15 from those streets: In order to turn left, they would need to turn right and then make a U-turn at one of the widely-spaced roundabouts shown in the diagrams for Modified Concepts A and B.

Decision-makers, business owners, and residents alike would be wise to engage in the debate over widening Route 15 with their eyes wide open. Once one portion is widened to four lanes, the new bottlenecks it generates upstream will generate pressure to widen the next segment. This pushes the county into a wasteful and repetitive cycle of successive and expensive widening projects that yield unsatisfactory results. Route 15 becomes a larger and more dangerous highway primarily designed for regional travelers, while the historic character of the corridor is destroyed, local access is limited, and congestion remains. It is best to stop this cycle before it gets started. The far more prudent and responsible approach is to forego the widening alternatives, and instead intentionally manage traffic flow on Route 15 with traffic-calming improvements and roundabouts.

Route 15 North of Leesburg: A Closer Look at the Effects of Widening

By Norman Marshall, President
Smart Mobility, Inc.

Introduction

In the traffic modeling work that Loudoun County has done to date as part of the Route 15 Safety and Operations study, the county has evaluated traffic conditions under two different improvement “concepts” – Modified Concept A and Modified Concept B.

The main components included in Modified Concept A are:

- Widening Route 15 to four lanes between White’s Ferry Road and Montresor Road, with median and turn lanes along this stretch;
- Implementing controlled access (right-in-right-out access at driveways) along Route 15 between Montresor Road and Saint Clair Lane; and
- Building a two-lane, controlled access bypass around Lucketts, while keeping Route 15 through Lucketts to two lanes and maintaining current access.

The main components included in Modified Concept B are:

- Widening Route 15 to four lanes between White’s Ferry Road and Lucketts (south), and implementing controlled access (right-in-right-out access at driveways) along this stretch;
- Implementing controlled access (right-in-right-out access at driveways) along Route 15 between Lucketts (north) and Saint Clair Lane; and
- Building a controlled access bypass around Lucketts, part of which would be four lanes, and part of which would be two lanes.

As part of developing its traffic analyses, the county has projected future (year 2040) traffic volumes for the two concepts. For the Modified Concept A scenario, the county has projected a linear traffic growth rate of 0.75% per year (which equates to an overall growth rate of 17% by 2040 as compared to current volumes). For Modified Concept B, the county has projected a linear traffic growth rate of 1.25% per year (which amounts to a 29% increase in 2040 as compared to 2017 volumes). Although the county’s use of a higher traffic growth rate for Concept B is an acknowledgment that the more extensive widening proposed in Modified Concept B would attract more traffic to Route 15 than the shorter stretch of widening proposed in Modified Concept A, the county’s traffic evaluations of the two concepts fail to adequately capture just how significantly widening in both concepts would induce new travel along Route 15 and therefore create new backups outside of the widened portions. The result is that the county’s analysis grossly exaggerates the benefits of widening Route 15 and underestimates the new traffic problems it would generate.

In order to get a more reliable picture of the effects of widening, I determined it was necessary to employ a travel demand model that more adequately captures key aspects of induced travel and improves other aspects of the travel demand models that are at the county's disposal. I therefore created an enhanced travel demand model that properly accounts for the induced travel that Modified Concepts A and B would generate. I also added a third alternative that does not include widening and serves as a loose proxy for a traffic-calming and roundabout approach so that I could compare traffic congestion under that approach to Modified Concepts A and B.

As discussed below, the results from the enhanced model show that traffic will not grow nearly as much along Route 15—and particularly along the congested portions—if the highway is not widened. Further, the enhanced model shows the extent to which the additional capacity constructed in the two widening scenarios would attract more traffic—and especially regional trips—to the corridor. When the full extent of induced travel is taken into account, it is clear that while the additional capacity from widening may appear to help address existing bottlenecks on Route 15, it simply shifts them upstream of the widened portions, creating new congestion that must then be addressed with new widening projects.

This points the county down a wasteful path of successive and expensive widening projects that result in a larger and more dangerous highway designed for regional travelers, in which the historic character of the corridor is destroyed, local access is limited, but congestion remains. It is best to stop this cycle before it gets started. The far more prudent and responsible approach is to forego the widening alternatives, and instead develop a strategy for intentionally managing traffic flow on Route 15 with traffic-calming improvements and roundabouts.

The Loudoun County Traffic Analyses Fail to Sufficiently Account for Induced Travel.

Induced travel is an important and well-established dynamic that explains why roadway widening projects in congested regions cause traffic volumes to grow and quickly fill the new capacity the widening project created. Anthony Downs is a prominent economist at the Brookings Institution who was one of the first to observe and explain this phenomenon:

Nearly every vehicle driver normally searches for the quickest route, one that is shorter or less encumbered by obstacles (such as traffic signals or cross-streets) than most other routes. These direct routes are usually limited-access roads (freeways, expressways, or beltways) that are faster than local streets if they are not congested. Since most drivers know this, they converge on such “best” routes from many points of origin.

*The problem is that during the peak travel hours on weekdays, so many drivers converge on these “best routes” that they become overloaded, particularly in metropolitan areas. Traffic on them eventually slows to the point where they have no advantage over the **alternative***

routes. That is a rough equilibrium is reached, which means that many drivers can get to their destinations just as fast on other roads.¹

Downs coined the term “triple convergence” to describe how peak period traffic congestion is inevitable because drivers will compensate for capacity increases by (a) shifting routes; (b) shifting travel time of travel; and (c) shifting travel mode. Due to these shifts, the new equilibrium after capacity will be just as congested as the old equilibrium.²

The first two effects listed by Downs (route shifts and time-of-day shifts) are already present in the Route 15 corridor today and can be seen in the traffic count data. However, as discussed below, they are not adequately captured in the traffic growth forecasts that Loudoun County used for the Route 15 Safety & Operations Study. The county then input those flawed traffic growth forecasts into the VISSIM microsimulation software package that models individual cars and driver behavior to develop the various measures of congestion (e.g., traffic queues, average delay at intersections, level of service) that are discussed in the county’s Route 15 traffic analyses. Because the traffic growth forecasts were developed in a flawed manner that failed to properly account for induced travel, the VISSIM microsimulation results based on those forecasts are also flawed, as discussed below.

Route Shifts

Currently, a significant amount of traffic diverts from Route 15 in the morning peak period to avoid the backups south of the traffic signal in Lucketts. The county’s traffic count data bears this out. There were 773 right turns from Montresor Road onto Route 15 counted in the three peak morning hours, but only a third as many vehicles (263) counted in the three peak afternoon hours turning left onto Montresor Road. This discrepancy strongly indicates that a large percentage of the vehicles turning right onto Route 15 from Montresor Road in the morning are not people who live in the neighborhoods accessed by Montresor Road, but rather are drivers using the Stumpton Road/Montresor Road route as an informal “bypass” in the morning to avoid congestion in the morning rush hour. (Elsewhere in the corridor, the returning afternoon three-hour traffic volumes are only slightly lower than the morning three-hour volumes.) The Loudoun County traffic forecasts assume that the same utilization of the informal Stumpton Road/Montresor Road “bypass” would occur with or without the Lucketts Bypass in place. However, if Route 15 is widened, many of the vehicles using this route as an informal bypass would shift back to Route 15 to take advantage of the added capacity. As a result, future traffic volumes would be higher on Route 15 in the morning peak period than the Loudoun County

¹ Downs, Anthony. *Stuck in Traffic: Coping with Peak-Hour Traffic Congestion*, p. 27. Brookings Institution and Lincoln Institute of Land Policy, 1992.

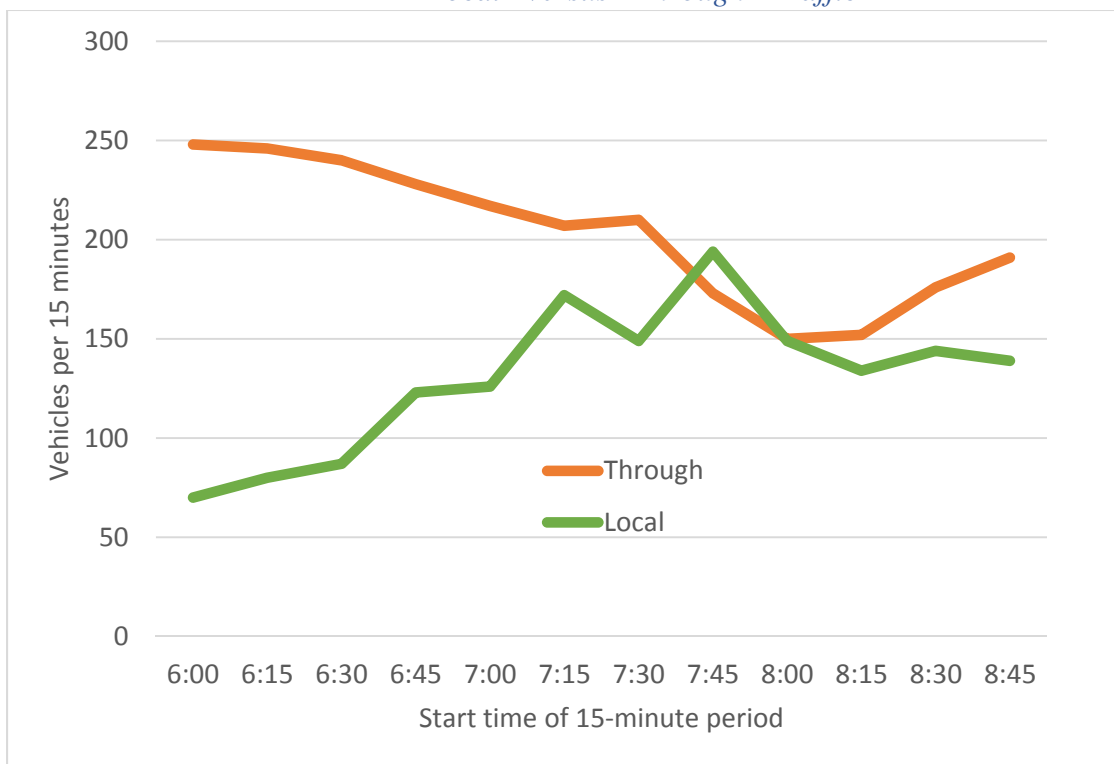
² The term “induced travel” has been used to include the three triple convergence effects discussed above, plus shifts in destinations, and longer-term shifts in land use. Induced travel has been studied in dozens of research efforts. A recent review of induced travel research concluded that induced travel is real and that the magnitude is sufficient to prevent capacity expansion from reducing congestion. Handy, S. and M. G. Boarnet; *Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions: Policy Brief prepared for California Air Resources Board*; September 30, 2014. See also Litman, Todd; *Generated Traffic and Induced Travel – Implications for Transport Planning*; April 24 2018, available at <http://www.vtpi.org/gentraf.pdf>.

analyses assume. Therefore, the traffic forecasts for Route 15 used in the county’s VISSIM analyses on the road segments that are now “bypassed” with the Stumptown Road/Montresor Road route are too low and render the performance measure results unrealistic.

Time-of-Day Shifts

Similarly, the Loudoun traffic forecasts fail to account for the induced travel that would manifest in regional drivers shifting the time of day that they use Route 15. Current Route 15 traffic counts show very different time profiles for “local” traffic versus “through” (or “regional”) traffic in the morning peak period, and it is evident that regional traffic is suppressed by local traffic volumes at peak travel times.³ As shown in Figure 1 below, the “through” traffic peaks in the very first 15-minute time period (6:00 – 6:15 a.m.), as through travelers adjust their time of travel to avoid congestion. In sharp contrast, the “local” traffic peaks almost two hours later around 8 a.m. The “through” traffic drops at exactly the time that the “local” traffic peaks, and then increases again afterward.

Figure 1: Temporal Distribution of Route 15 Morning Peak Period: “Local” versus “Through” Traffic



If Route 15 is widened, some of the regional traffic that is avoiding the peak travel times would shift into the peak period due to the additional capacity, and the peak period travel flow

³ Traffic counts alone do not categorize vehicles as “local” versus “regional”/“through” traffic. However, it is safe to assume that a substantial portion of the southbound traffic crossing into Virginia from Maryland in the morning is regional traffic using Route 15 as a “through” route, and that a substantial portion of the traffic turning onto southbound Route 15 from side roads is “local.” Therefore, for purposes of this analysis, I labeled the former as “through” trips and the latter as “local” trips.

would increase significantly as a result. However, the Loudoun County forecast fails to capture this induced travel because it incorrectly assumes that the exact same pattern of time shifting would continue regardless of the capacity of Route 15. As with the failure to account for route shifting, the failure to account for time-of-day shifting renders the Loudoun traffic forecasts unjustifiably low and unreliable and thereby undermines the county's VISSIM results.

An Enhanced Travel Demand Model that Adequately Captures Induced Travel Demonstrates the Futility of a Widening Approach.

For my review, I determined it was necessary to employ a travel demand model that more adequately captures these and other aspects of induced travel. I therefore updated the Loudoun County Travel Demand Model with a much more sophisticated Dynamic Traffic Assignment (DTA) algorithm.⁴ For more information on the enhanced model, please see the Technical Appendix to this report.

I then used the enhanced model to evaluate Modified Concepts A and B in order to get a more accurate sense of how the two scenarios of proposed widening, combined with a bypass around Lucketts, would impact traffic volumes and congestion on Route 15. I also added a third alternative that does not include widening and serves as a loose proxy for a traffic-calming and roundabout approach so that we could compare traffic congestion under that approach to Modified Concepts A and B. This third alternative is described herein as the "Traffic-Calming" alternative.

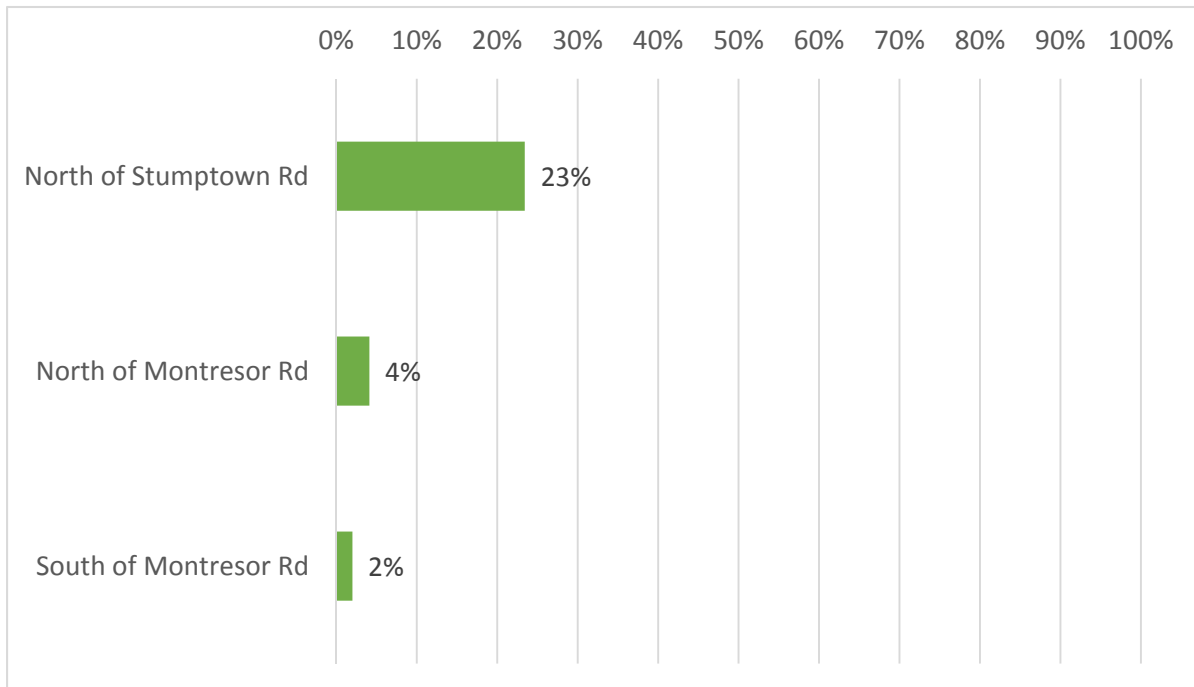
⁴ I intentionally chose to enhance the Loudoun County travel demand model rather than the Metropolitan Washington Council of Governments' (MWCOC) travel demand model because it covers the full geographic area covered by the MWCOC model but provides more geographic detail in Loudoun County. It also includes commuting throughout Virginia, to and from Maryland, to and from the District Columbia, and to and from a portion of West Virginia.

2040 Traffic Forecasts from the Enhanced Model:

1) Traffic-Calming Alternative

The Traffic-Calming alternative includes no widening and no bypass around Lucketts. As shown in Figure 2, the enhanced model is forecasting only modest southbound traffic growth in the three-hour morning peak period under the Traffic-Calming alternative, with especially low growth at the congested southern end. As will be seen below, the enhanced model shows that the projected traffic growth on Route 15 under the Traffic-Calming alternative is far less than the traffic growth that would occur under Modified Concepts A and B.

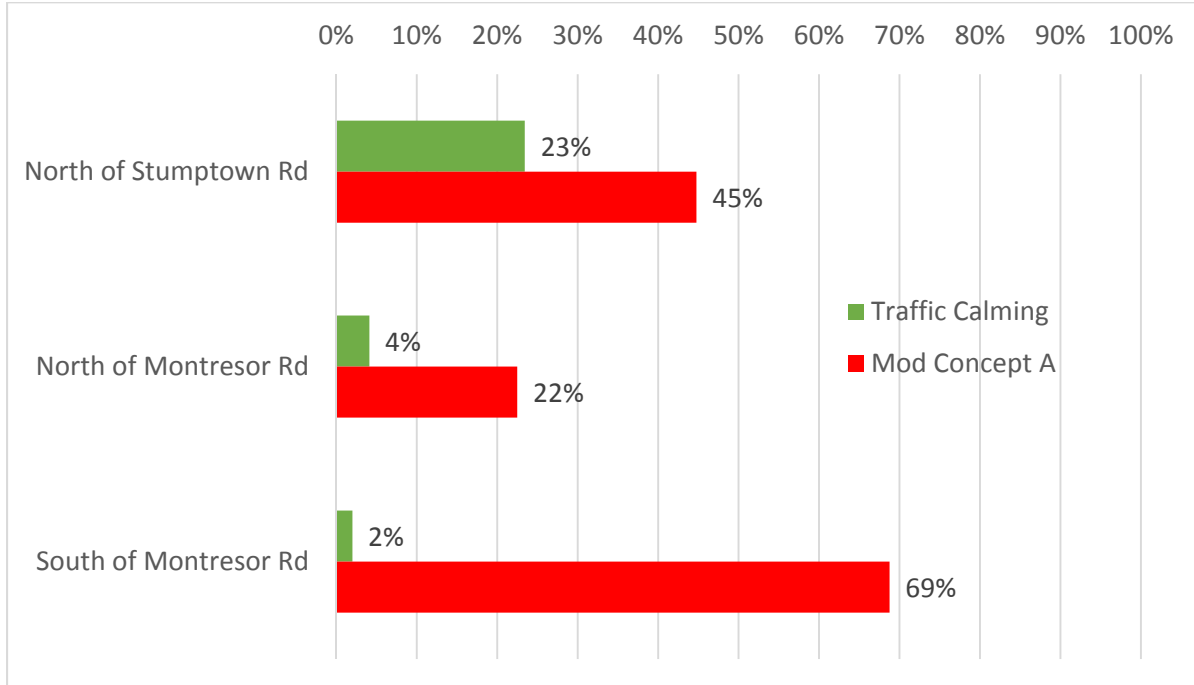
*Figure 2. 2040 Southbound Morning Peak Period Traffic Growth from 2016:
Traffic-Calming Alternative*



2) Modified Concept A

As stated in the introduction to this report, the main components of Loudoun’s Modified Concept A alternative include widening Route 15 north to Montresor Road to four lanes, plus constructing the Lucketts Bypass. As shown in Figure 3 below, the enhanced model forecasts large increases in southbound three-hour morning peak period traffic as compared to the Traffic-Calming alternative:

*Figure 3. 2040 Southbound Morning Peak Period Traffic Growth from 2016:
Modified Concept A versus Traffic-Calming Alternative*

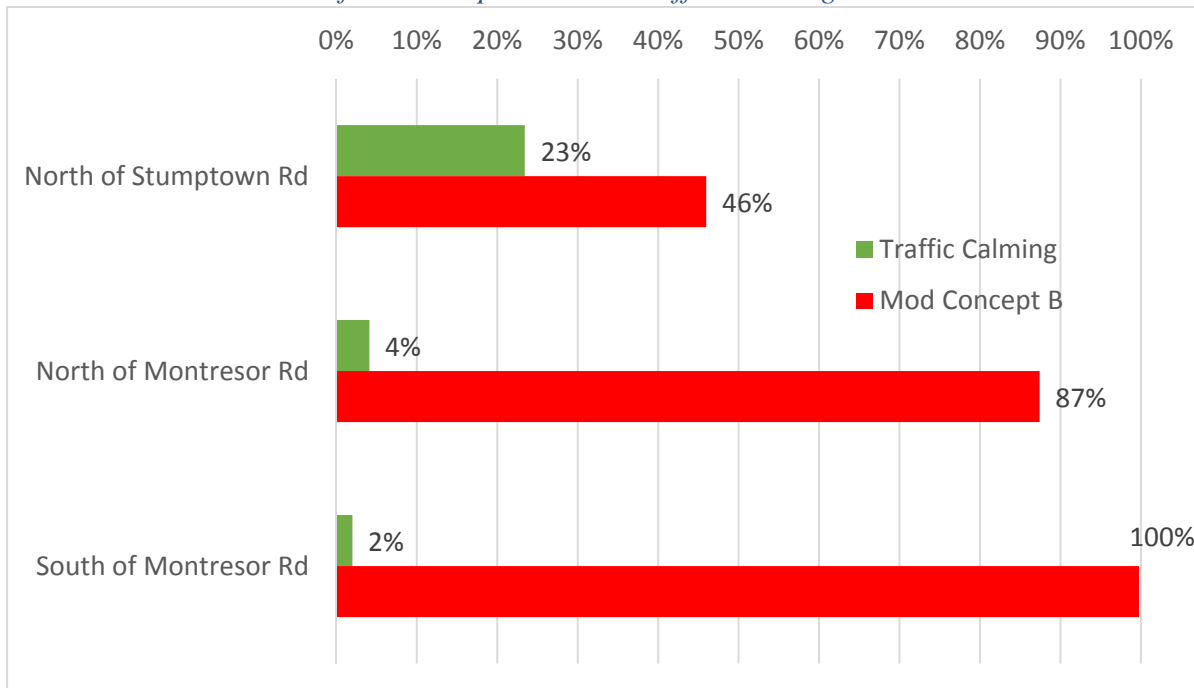


These forecasted increases for Modified Concept A (45%, 22%, and 69%) are much higher than the 17% assumed in the Loudoun County traffic analyses, and they are far above the increases that would occur with the Traffic-Calming alternative. This additional traffic is largely composed of the induced regional traffic discussed above that would shift to using Route 15 during peak hours to take advantage of the additional capacity south of Montresor Road. Most notably, Figure 3 above shows that although Modified Concept A generates additional capacity south of Montresor Road by widening the road to four lanes, it also induces significantly more traffic volume along all three portions of Route 15 than would occur without widening. As a result, the portions of Route 15 north of Montresor Road would be significantly more congested under Scenario A than they would be with a Traffic-Calming alternative. South of Montresor Road, much of the new capacity generated by the widening would be consumed by the induced travel the widening would spur. As such, although Modified Concept A would help alleviate some of the congestion south of Montresor Road during the AM peak period, it would simply shift congestion to the north of Montresor Road, creating conditions significantly more congested than they would be under the Traffic-Calming alternative.

3) Modified Concept B

As explained above, the main components of the county’s Modified Concept B alternative include widening Route 15 to four lanes north to the approach to Lucketts, and constructing the Lucketts Bypass. As shown in Figure 4 below, the enhanced model forecasts large increases in southbound morning peak period traffic in all three roadway segments shown as compared to the Traffic-Calming alternative.

*Figure 4: 2040 Southbound Morning Peak Period Traffic Growth from 2016:
Modified Concept B versus Traffic-Calming Alternative*

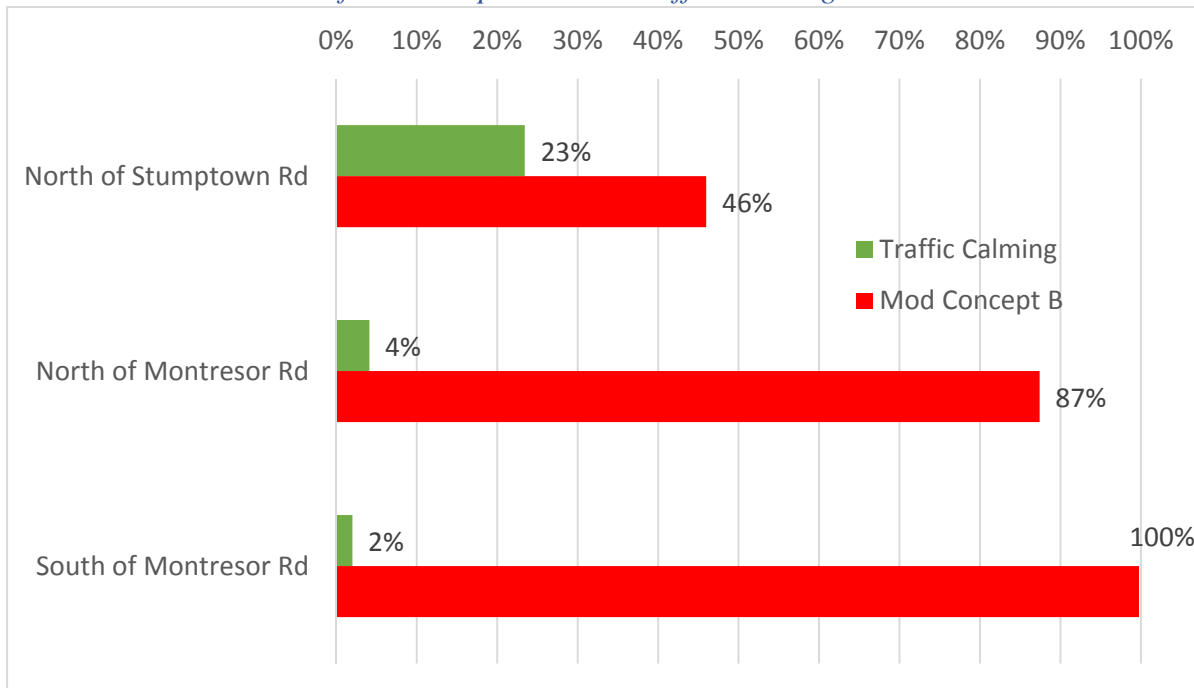


Similar to Modified Concept A, the increases in traffic volumes the enhanced model forecasts for Modified Concept B are much higher than the 29% assumed in the Loudoun County traffic analyses, and they are generally orders of magnitude higher than what the enhanced model forecasts for a Traffic-Calming alternative. As with Modified Concept A discussed above, the additional traffic growth the enhanced model forecasts on all three stretches of Route 15 is primarily the induced regional traffic that would make route shifts or time-of-day shifts to take advantage of the additional capacity south of Lucketts. Notably, the portion of Route 15 north of Lucketts Road that would remain two lanes under Modified Concept B would be significantly more congested than it would be under the Traffic-Calming alternative. South of Lucketts Road, much of the new capacity generated by the widening would be consumed by the induced travel the widening would spur. Indeed, the 100% increase in traffic volumes south of Montresor indicates this stretch would have the same density of vehicles per lane across two southbound travel lanes as there is in the single southbound travel lane today. In effect, the new southbound lane that widening creates quickly attracts new traffic, and the congestion that appears to have been resolved by the widening is shifted to the north in the form of new bottlenecks.

3) Modified Concept B

As explained above, the main components of the county’s Modified Concept B alternative include widening Route 15 to four lanes north to the approach to Lucketts, and constructing the Lucketts Bypass. As shown in Figure 4 below, the enhanced model forecasts large increases in southbound morning peak period traffic in all three roadway segments shown as compared to the Traffic-Calming alternative.

Figure 4: 2040 Southbound Morning Peak Period Traffic Growth from 2016: Modified Concept B versus Traffic-Calming Alternative



Similar to Modified Concept A, the increases in traffic volumes the enhanced model forecasts for Modified Concept B are much higher than the 29% assumed in the Loudoun County traffic analyses, and they are generally orders of magnitude higher than what the enhanced model forecasts for a Traffic-Calming alternative. As with Modified Concept A discussed above, the additional traffic growth the enhanced model forecasts on all three stretches of Route 15 is primarily the induced regional traffic that would make route shifts or time-of-day shifts to take advantage of the additional capacity south of Lucketts. Notably, the portion of Route 15 north of Lucketts Road that would remain two lanes under Modified Concept B would be significantly more congested than it would be under the Traffic-Calming alternative. South of Lucketts Road, much of the new capacity generated by the widening would be consumed by the induced travel the widening would spur. Indeed, the 100% increase in traffic volumes south of Montresor indicates this stretch would have the same density of vehicles per lane across two southbound travel lanes as there is in the single southbound travel lane today. In effect, the new southbound lane that widening creates quickly attracts new traffic, and the congestion that appears to have been resolved by the widening is shifted to the north in the form of new bottlenecks.

The County's Own Traffic Analyses Point to the Same Outcomes.

In short, the enhanced model correctly matches the triple convergence framework to produce a more reliable forecast of traffic volumes that result from the three different alternatives discussed above. And it demonstrates that widening Route 15 will be followed by induced travel (primarily in the form of route shifts and time-of-day shifts) that causes a shifting of bottlenecks from the widened sections to other sections.

However, even if we set my enhanced model aside and focus on the modeling outputs generated by the county's own VISSIM analyses, the same result is apparent (albeit to a lesser extent since, as discussed above, the traffic forecasts the county used for its VISSIM analyses do not adequately account for induced travel).

This is illustrated by comparing the county's VISSIM outputs for 2040 Modified Concept A with the outputs for Modified Concept B for the second of the two afternoon peak hours modeled, as done in Figure 5 below.⁵ Such a comparison shows the traffic problems at intersections along the northern part of the Route 15 corridor that are created by the proposed widening to the south.

As evident from the Figure 5, the county's VISSIM analyses show much more average delay and a far greater amount of failing service levels in the northern part of the corridor in Modified Concept B than in Modified Concept A. This is primarily due to the higher traffic volumes the county is assuming for Modified Concept B relative to Modified Concept A as part of the county's (insufficient) attempt to account for induced travel from the more extensive widening in Modified Concept B. As discussed above, these results from the county's modeling actually understate the amount of induced travel and the resulting increases in traffic volumes from widening, but they nevertheless show that decreases in traffic congestion in the widened sections to the south would be accompanied by increased traffic congestion in the unwidened portions of the corridor to the north.

⁵ Figure 5 is copied from pages 5 and 10 of the county's VISSIM traffic data modified concepts A and B.pdf, dated July 2018.

Figure 5: VISSIM Outputs for Second Afternoon Peak Hour

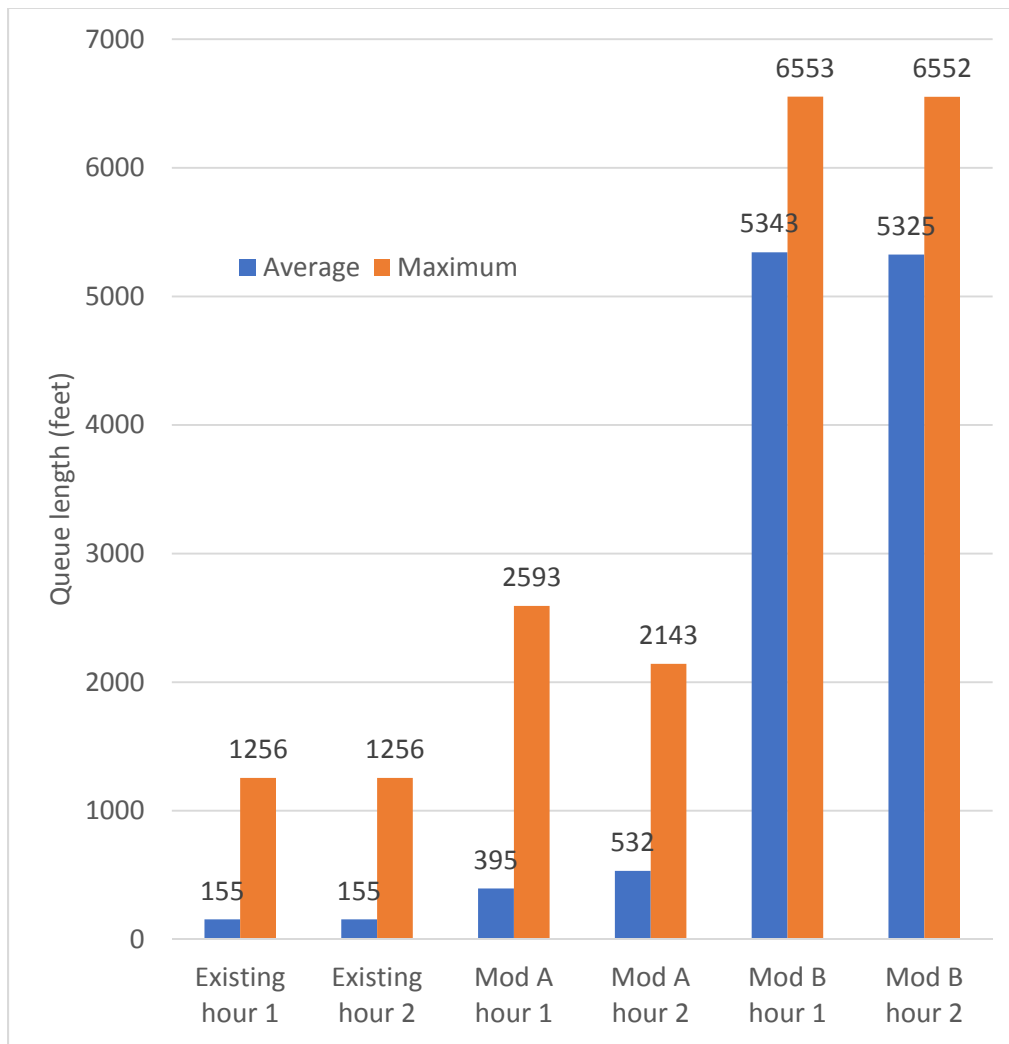
Mod A ModB

Intersection	Approach	Movement	Average Delay (sec/veh)		Average Delay (sec/veh)	
			Mod A	Mod B	Mod A	Mod B
Route 15 and Lovettsville Rd	NB	LT	45.7	40.6	195.5	195.3
		TH	40.5		195.3	
	SB	TH	5.2	5.1	6.4	6.2
		RT	4.4		5.3	
	EB	LT	72.1	63.5	92.1	79.9
		RT	41.8		47.5	
	Intersection			27.2		114.9
Route 15 and Potomac Overlook Lane/Wilt Store Rd	NB	LT	5.5	3.3	177.5	182.8
		TH	3.3		182.8	
		RT	3.2		167.7	
	SB	LT	0.0	2.0	0.0	1.9
		TH	2.0		1.9	
		RT	2.2		2.0	
	EB	LT	0.0	6.8	0.0	7.5
		TH	0.0		0.0	
		RT	5.8		7.5	
	WB	LT	0.0	0.0	0.0	0.0
		TH	0.0		0.0	
		RT	0.0		0.0	
Intersection			2.8		111.6	
Route 15 and St. Clair Lane/ Chestnut Hill Lane	NB	LT	7.9	3.1	188.5	204.3
		TH	3.1		204.3	
		RT	2.6		212.6	
	SB	LT	8.2	2.4	29.3	3.2
		TH	2.3		2.2	
		RT	2.3		2.8	
	EB	LT	0.0	0.0	0.0	0.0
		TH	0.0		0.0	
		RT	0.0		0.0	
	WB	LT	8.7	10.2	24.9	64.4
		RT	10.3		65.9	
Intersection			3.0		123.3	
Lucketts Bypass - North	NB	LT	0.0	19.5	0.0	637.9
		RT	19.5		637.9	
	SB	LT	22.5	6.9	39.3	7.0
		TH	4.0		3.2	
	EB	TH	1.8	1.8	92.1	92.1
RT		0.0		0.0		
Intersection			4.7		77.9	
Lucketts Bypass Roundabout - Stumptown Road	NB	LT	13.1	12.9	197.0	187.2
		TH	12.9		187.5	
		RT	11.1		150.0	
	SB	LT	7.5	5.9	28.1	2.8
		TH	5.9		2.5	
		RT	5.8		2.0	
	EB	LT	8.0	7.5	37.5	30.0
		TH	7.1		28.8	
		RT	6.7		3.0	
	WB	LT	35.3	35.1	1418.9	1406.9
		TH	33.7		1275.7	
		RT	0.0		0.0	
Intersection			11.4		129.0	
Route 15 and Lucketts Road/ Stumptown Road	NB	LT	3.5	3.7	537.6	76.3
		TH	5.0		172.0	
		RT	2.4		3.6	
	SB	LT	2.1	5.1	8.2	24.4
		TH	5.1		24.7	
		RT	0.0		0.0	
	EB	LT	17.0	14.7	87.3	53.8
		TH	14.9		49.2	
		RT	5.9		43.5	
	WB	LT	17.4	14.8	560.3	538.9
		TH	15.5		547.2	
		RT	6.2		451.2	
Intersection			8.2		135.6	

Level of Service Color Scale						
LOS	A	B	C	D	E	F
Signalized (Sec of Delay)	≤10	10 - 20	20-35	35-55	55-80	>80
Unsignalized (Sec of Delay)	≤10	10 - 15	15-25	25-35	35-50	>50

Another example of how the modeling outputs generated by the county’s own VISSIM analyses demonstrate that widening Route 15 will be followed by induced travel and shift bottlenecks from the widened sections to other sections can be found by homing in on the results at the Route 15/Lovettsville Road intersection in the northern portion of the corridor. Figure 6 below shows the traffic queues (length of vehicle backups) that the county’s VISSIM analysis computes at that intersection during the afternoon peak two hours. Notably, the analysis projects that the maximum backup under Modified Concept A – widening up to Montresor Road – will be about twice what it is under current conditions, and roughly ½-mile long. Under Modified Concept B – widening up to Lucketts Road – the county’s VISSIM analysis projects that the *average* queue would be over a mile, while the maximum queue would be 1.25-miles long.

Figure 6: Year 2040 Afternoon Peak Queues Calculated by County’s VISSIM Model: Route 15 at Lovettsville Road



In other words, widening does not solve delay – it simply transfers delay and congestion from the southern portion of the corridor to the northern portion. Widening may help address particular bottlenecks existing today, but peak period through traffic will increase, other bottlenecks will get worse, and new bottlenecks will be created.

Local Traffic Loses Out on Access with a Widened Route 15.

Further, to address the safety issues that would result from having to turn left from a side street or driveway onto a four-lane Route 15 at the many unsignalized intersections along the corridor, access from driveways and many side streets is shown as being limited (right-in- right-out only) in Modified Concepts A and B. In Concept B, this treatment extends all the way north to St. Clair Lane. This effort to address the potential safety problems on a widened Route 15 by eliminating left turns would greatly inconvenience those accessing Route 15 via driveways and several side streets. These travelers would instead need to make U-turns at the widely-spaced roundabouts shown in the diagrams for Modified Concepts A and B.

Conclusion

As evident from the results of my enhanced model, and even to a lesser but still significant extent in the modeling outputs generated by the county’s own analyses, the widening scenarios for Route 15 do not solve congestion or delay – they simply transfer it upstream. Widening may help address particular bottlenecks existing today, but it will result in peak period through traffic increasing, other bottlenecks getting worse, and new bottlenecks being created.

Decision-makers, business owners, and residents alike would be wise to engage in the debate over widening Route 15 with their eyes wide open. Once one portion is widened to four lanes, the new bottlenecks it generates upstream will generate pressure to widen the next segment. This pushes the county into a wasteful and repetitive cycle of successive and expensive widening projects that yield unsatisfactory results. Route 15 becomes a larger and more dangerous highway primarily designed for regional travelers, while the historic character of the corridor is destroyed, local access is limited, and congestion remains. It is best to stop this cycle before it gets started. The far more prudent and responsible approach is to forego the widening alternatives, and instead intentionally manage traffic flow on Route 15 with traffic-calming improvements and roundabouts.

Technical Appendix

I updated the Loudoun County Travel Demand Model with a sophisticated Dynamic Traffic Assignment (DTA) algorithm. I selected the Loudoun County model as the basis rather than the MWCOG model because it covers the full geographic area covered by the MWCOG model but has more geographic detail in Loudoun County than in the rest of the region. It includes commuting throughout Virginia, to and from Maryland, to and from the District Columbia, and to and from a portion of West Virginia. The enhanced model:

- 1) accounts for capacity constraints;
- 2) accounts for trips resulting from local land use growth; and
- 3) accounts for induced travel that will result widening.

In addition to implementing DTA in the model, I also addressed other model deficiencies in order to improve the model forecasts. These changes are documented below.

Dynamic Traffic Assignment

Both the Loudoun County Travel Demand Model (“Loudoun TDM”) and the Metropolitan Washington Council of Governments (“MWCOG”) model that the Loudoun TDM is based on rely on an outdated 40-year-old Static Traffic Assignment (STA) algorithm. National modeling guidance describes “capacity” as the “maximum volume that should be assigned to a link [road segment] by the forecasting model.”⁶ STA models do not constrain traffic forecasts to roadway capacity, so that model volumes often exceed roadway capacity, especially in future year forecasts. This introduces model errors for the roadway segments that are incorrectly assigned a volume of traffic that exceeds their capacity. Further, because those incorrect volumes carry over in the model to all roadway segments located upstream and downstream of the over-capacity segments, the volumes on those upstream and downstream segments are also erroneous. As a result, in the very congested Washington DC metro region, the horizon year forecasts the STA-reliant models generate are impossibly high for every important roadway segment.

The Dynamic Traffic Assignment (DTA) I incorporated into the enhanced model addresses these issues. It has not been widely adopted yet because it is relatively new and requires more computer resources. I have demonstrated that DTA is a practical alternative to STA for regional modeling for regions up to about 1 million population.⁷ The Loudoun TDM includes the full extent of the metropolitan area included in the MWCOG model. Because DTA is still impractical to run on most computers for a region this size, I applied a hybrid approach

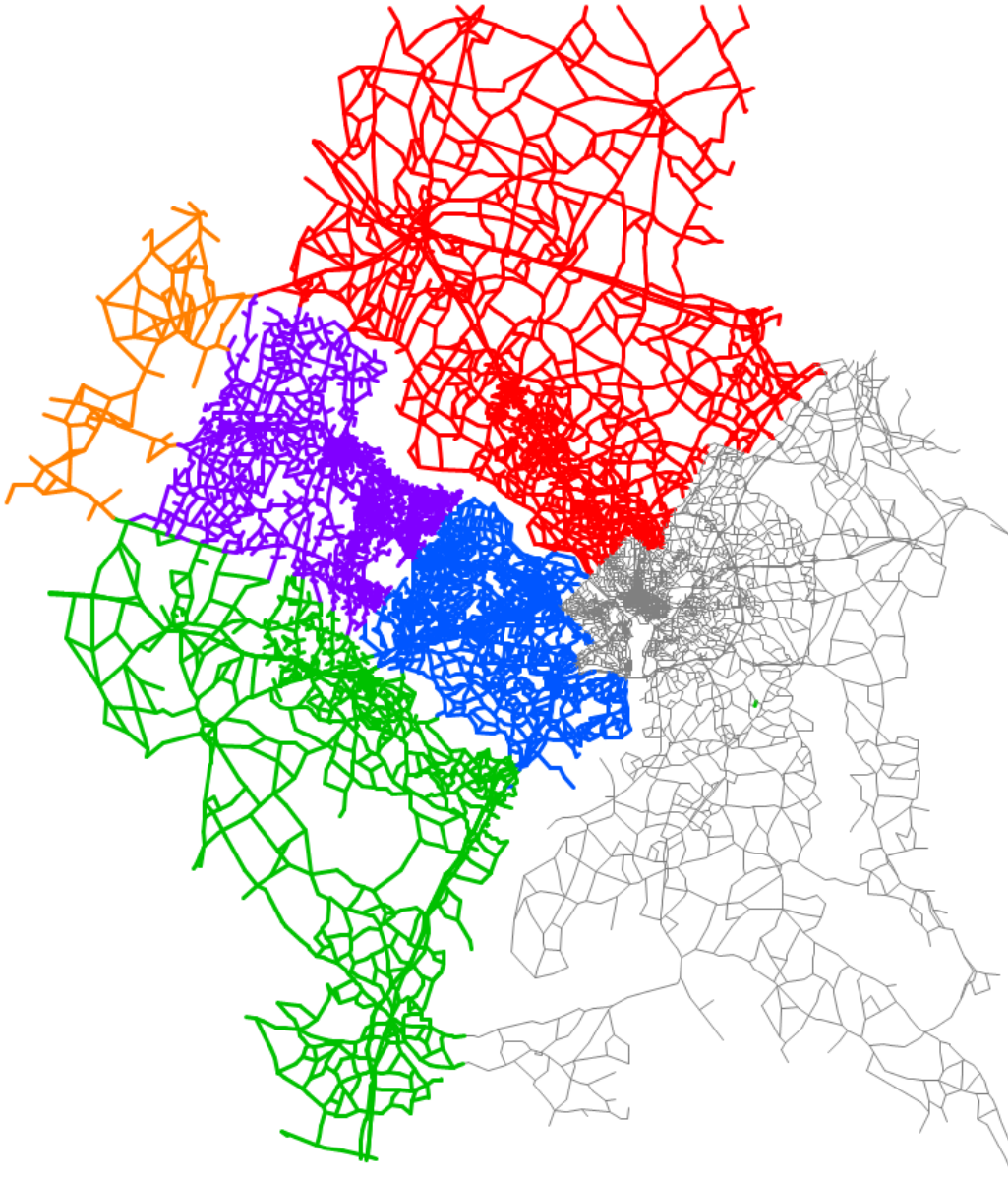
⁶ Cambridge Systematics (2012). Cambridge Systematics, Vanasse Hangen Brustlin, Gallop, Bhat, C.R., Shapiro Transportation Consulting and Martin/Alexious/Bryson. *Travel Demand Forecasting: Parameters and Techniques*, National Cooperative Highway Research Program Report 716, 2012.

⁷ Marshall, N.L. *Forecasting the impossible: The status quo of estimating traffic flows with static traffic assignment and the future of dynamic traffic assignment*. Research in Transportation Business & Management (2018), <https://doi.org/10.1016/j.rtbm.2018.06.002>.

using DTA for Loudoun County and trips that might pass through Loudoun County, while keeping STA for the rest of the travel in the region. The DTA model uses the open source program DTALite.⁸

Figure A1 shows the trips that are modeled with DTA:

Figure A1: DTA Model Area



⁸ Zhou and Taylor (2014). X. Zhou and J. Taylor. DTALite: A queue-based mesoscopic traffic simulator for fast model evaluation and calibration. *Cogent Engineering* (2014), 1: 961345.

The trips included in the subarea DTA model are:

- Loudoun County VA (purple): to and from everywhere (including internal trips)
- Clarke County VA and Jefferson County WV (orange): to and from everywhere except within the two counties
- Northwestern MD (Carroll, Frederick, Howard and Montgomery Counties in red): to and from all the colored areas except for trips internal to the red counties
- Fairfax County VA (blue): to and from all the colored areas except for trips internal to Fairfax County
- Southwestern VA (Fauquier, Fredericksburg, Prince William, Spotsylvania and Stafford Counties in green): to and from all the colored areas except for trips internal to the green counties.

Time Periods and Feedback

In addition to implementing DTA, it was critical to fix the way that congestion feedback is done in the Loudoun County model. Otherwise, the route and time-of-day shifts discussed in the main report would not be captured properly in the model.

The enhanced model uses the same four time periods as the Loudoun County model:

- AM peak: 6 - 9 a.m.
- Midday: 9 a.m. - 3 p.m.
- PM peak: 3 - 7 p.m.
- Overnight: 7 p.m. - 6 a.m.

All good travel demand models employ a feedback process so that the destinations chosen are sensitive to congested travel time. The Loudoun model feeds back congested travel time from the morning peak period, but only to work trips. This is a problem because the model exaggerates the number of non-work travelers crossing the Potomac River during peak travel periods. The model assumes that these travelers will face no delays. In fact, non-work travelers likely are more sensitive to congestion delays than work travelers. While workers have limited choice about whether to cross the river or not, many non-work trips are discretionary. Shoppers could, for example, choose destinations on the same side of the river instead. The timing of many non-work trips could be shifted considerably. The purpose of introducing DTA into the model is to constrain travel forecasts so that they do not exceed capacity. This cannot be accomplished unless all travel destinations are also impacted by congestion in the model.

In my enhanced model, I addressed these problems with the Loudoun model by feeding back congested travel times to all trips – not only work trips. In addition, I used an average of morning and afternoon peak travel times because the afternoon congestion is more severe in many areas than the morning congestion, and also is less directional. In addition, I added more feedback iterations to my enhanced model in order to achieve a higher level of convergence – particularly in the 2040 forecasts.

Eliminating Unnecessary and Counter-Productive Calibration Factors

Finally, it was also necessary to remove a set of model adjustments that were introduced into the Loudoun County model to better match base year traffic counts, but that make the model less sensitive to future congestion and less accurate in forecasting induced travel.

In general, travel demand models should replicate travel behavior based on a set of general coefficients. Some modelers apply many adjustment factors in order to force the model to better match a set of base-year travel accounts. For the most part, this amounts to “papering over” model flaws. Even more problematic, it makes the model less sensitive to differences in land use forecasts and transportation networks. The developers of the Loudoun model employed an unusually extensive set of adjustment factors as summarized below in Table A1.

Table A1: Calibration Factors in the Loudoun County Model

Person trip calibration adjustments by jurisdiction	Table 6-8, p. 43 ⁹	Examples: work trips multiplied by 105% in Loudoun County, 70% in Jefferson County, and 150% in St. Mary’s County
Person trip calibration adjustments by area type	Table 6-8, p. 44	Examples: trip rates in CBD multiplied by 130%, trip rates in rural areas multiplied by 60%
K Factors	Table 7-4, p. 53	Examples: work trips from Loudoun County to Loudoun County factored by 0.58, and work trips by Loudoun County to D.C. factored by factored by 0.19
Adjustments at the level of zone-to-zone to better match traffic counts	p. 74-75	Very large matrix tables (211 MB) of adjustment data for zone by zone by trip type

In my enhanced model, all of the calibration factors listed in Table A1 were eliminated except for the K-Factors, which I replaced with more realistic factors. Considering Virginia/West Virginia, Maryland, and D.C. as three “states”, the replacement K-factors adjust interstate trips down to 85% of the base level applied within a single state.

Eliminating and improving the calibration factors required that the gravity model parameters (F factors) be replaced with coefficients that work properly without all of the calibration adjustments.

The base year for the Loudoun County model is 2010 which was chosen in part because it is a Census year with good county-to-county work trip data. My enhanced model (without the extensive calibration adjustments) fits the county-to-county Census data better than the Loudoun County model (correlation coefficient $r=0.993$ for the enhanced model vs. $r=0.989$ for the Loudoun County model). The combination of the better base-year model fit, the elimination of the calibration adjustments, and capacity-constrained DTA make my enhanced model a much more accurate and reliable model for forecasting inter-county travel, including Route 15 Potomac River crossings.

⁹ References to URS in Association with WGA. *Loudoun County Travel Demand Model: Model Development and Validation Report*, prepared for Loudoun County, April 2014.

Resume

NORMAN L. MARSHALL, PRESIDENT

nmarshall@smartmobility.com

EDUCATION:

Master of Science in Engineering Sciences, Dartmouth College, Hanover, NH, 1982
Bachelor of Science in Mathematics, Worcester Polytechnic Institute, Worcester, MA, 1977

PROFESSIONAL EXPERIENCE: (30 Years, 15 at Smart Mobility, Inc.)

Norm Marshall helped found Smart Mobility, Inc. in 2001. Prior to this, he was at Resource Systems Group, Inc. for 14 years where he developed a national practice in travel demand modeling. He specializes in analyzing the relationships between the built environment and travel behavior, and doing planning that coordinates multi-modal transportation with land use and community needs.

Regional Land Use/Transportation Scenario Planning

Portland Area Comprehensive Transportation System (PACTS) – the Portland Maine Metropolitan Planning Organization. Updating regional travel demand model with new data (including AirSage), adding a truck model, and multiclass assignment including differentiation between cash toll and transponder payments.

Loudoun County Virginia Dynamic Traffic Assignment – Enhanced subarea travel demand model to include Dynamic Traffic Assignment (Cube). Model being used to better understand impacts of roadway expansion on induced travel.

Vermont Agency of Transportation-Enhanced statewide travel demand model to evaluate travel impacts of closures and delays resulting from severe storm events. Model uses innovate Monte Carlo simulations process to account for combinations of failures.

California Air Resources Board – Led team including the University of California in \$250k project that reviewed the ability of the new generation of regional activity-based models and land use models to accurately account for greenhouse gas emissions from alternative scenarios including more compact walkable land use and roadway pricing. This work included hands-on testing of the most complex travel demand models in use in the U.S. today.

Climate Plan (California statewide) – Assisted large coalition of groups in reviewing and participating in the target setting process required by Senate Bill 375 and administered by the California Air Resources Board to reduce future greenhouse gas emissions through land use measures and other regional initiatives.

Chittenden County (2060 Land use and Transportation Vision Burlington Vermont region) – led extensive public visioning project as part of MPO’s long-range transportation plan update.

Flagstaff Metropolitan Planning Organization – Implemented walk, transit and bike models within regional travel demand model. The bike model includes skimming bike networks including on-road and off-road bicycle facilities with a bike level of service established for each segment.

Chicago Metropolitan Plan and Chicago Metropolitan Freight Plan (6-county region)— developed alternative transportation scenarios, made enhancements in the regional travel demand model, and used the enhanced model to evaluate alternative scenarios including development of alternative regional transit concepts. Developed multi-class assignment model and used it to analyze freight alternatives including congestion pricing and other peak shifting strategies.

Municipal Planning

City of Grand Rapids – Michigan Street Corridor – developed peak period subarea model including non-motorized trips based on urban form. Model is being used to develop traffic volumes for several alternatives that are being additionally analyzed using the City’s Synchro model.

City of Omaha - Modified regional travel demand model to properly account for non-motorized trips, transit trips and shorter auto trips that would result from more compact mixed-use development. Scenarios with different roadway, transit, and land use alternatives were modeled.

City of Dublin (Columbus region) – Modified regional travel demand model to properly account for non-motorized trips and shorter auto trips that would result from more compact mixed-use development. The model was applied in analyses for a new downtown to be constructed in the Bridge Street corridor on both sides of an historic village center.

City of Portland, Maine – Implemented model improvements that better account for non-motorized trips and interactions between land use and transportation, and applied the enhanced model to two subarea studies.

City of Honolulu – Kaka’ako Transit Oriented Development (TOD) – applied regional travel demand model in estimating impacts of proposed TOD including estimating internal trip capture.

City of Burlington (Vermont) Transportation Plan – Led team that developing Transportation Plan focused on supporting increased population and employment without increases in traffic by focusing investments and policies on transit, walking, biking and Transportation Demand Management.

Transit Planning

Regional Transportation Authority (Chicago) and Chicago Metropolitan 2020 – evaluated alternative 2020 and 2030 system-wide transit scenarios including deterioration and enhance/expand under alternative land use and energy pricing assumptions in support of initiatives for increased public funding.

Capital Metropolitan Transportation Authority (Austin, TX) Transit Vision – analyzed the regional effects of implementing the transit vision in concert with an aggressive transit-oriented development plan developed by Calthorpe Associates. Transit vision includes commuter rail and BRT.

Bus Rapid Transit for Northern Virginia HOT Lanes (Breakthrough Technologies, Inc and Environmental Defense.) – analyzed alternative Bus Rapid Transit (BRT) strategies for proposed privately-developing High Occupancy Toll lanes on I-95 and I-495 (Capital Beltway) including

different service alternatives (point-to-point services, trunk lines intersecting connecting routes at in-line stations, and hybrid).

Roadway Corridor Planning

I-30 Little Rock Arkansas – Developed enhanced version of regional travel demand model that integrates TransCAD with open source Dynamic Traffic Assignment (DTA) software, and used to model I-30 alternatives. This model models freeway bottlenecks much more accurately than the base TransCAD model.

South Evacuation Lifeline (SELL) – In work for the South Carolina Coastal Conservation League, used Dynamic Travel Assignment (DTA) to estimate evaluation times with different transportation alternatives in coastal South Caroline including a new proposed freeway.

Hudson River Crossing Study (Capital District Transportation Committee and NYSDOT) – Analyzing long term capacity needs for Hudson River bridges which a special focus on the I-90 Patroon Island Bridge where a microsimulation VISSIM model was developed and applied.

PUBLICATIONS AND PRESENTATIONS (partial list)

Forecasting the Impossible: The Status Quo of Estimating Traffic Flows with Static Traffic Assignment and the Future of Dynamic Traffic Assignment. *Research in Transportation Business and Management* 2018.

Assessing Freeway Expansion Projects with Regional Dynamic Traffic Assignment. Presented at the August 2018 Transportation Research Board Tools of the Trade Conference on Transportation Planning for Small and Medium Sized Communities.

Vermont Statewide Resilience Modeling. With Joseph Segale, James Sullivan and Roy Schiff. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

Assessing Freeway Expansion Projects with Regional Dynamic Traffic Assignment. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

Pre-Destination Choice Walk Mode Choice Modeling. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

A Statistical Model of Regional Traffic Congestion in the United States, presented at the 2016 Annual Meeting of the Transportation Research Board.

MEMBERSHIPS/AFFILIATIONS

Associate Member, Transportation Research Board (TRB)

Member and Co-Leader Project for Transportation Modeling Reform, Congress for the New Urbanism (CNU)

VISUALIZE 2050

National Capital Region Transportation Plan

March 2024 Public Comment Opportunity

Comments from Individuals via Email

Virginia CLRP Submissions

Zachary Spradlin <zach.spradlin@yahoo.com>

Thu 3/21/2024 9:16 AM

To:TPBcomment <tpbcomment@mwkog.org>

I support Virginia's proposed project inputs to the Visualize 2050 plan. It is expected the region will add 1.5 million people and 1 million jobs between 2020 and 2050. We, as a region, must prepare now to accommodate future regional growth. Improving the region's most important transportation corridors will generate substantial economic development and create thousands of jobs. Transportation moves economic development as evidenced by 24 Fortune 500 companies calling Virginia home. These proposed projects will work together to reduce the average commute, improving the ability to move more people and goods, therefore making the area more attractive for business and job seekers.

Best,

Zach Spradlin

Virginia CLRP Submissions

John Ladd <john@jladd.net>

Thu 3/21/2024 9:31 AM

To:TPBcomment <tpbcomment@mwcog.org>

I support Virginia's proposed project inputs to the Visualize 2050 plan. It is expected the region will add 1.5 million people and 1 million jobs between 2020 and 2050. We, as a region, must prepare now to accommodate future regional growth. Improving the region's most important transportation corridors will generate substantial economic development and create thousands of jobs. Transportation moves economic development as evidenced by 24 Fortune 500 companies calling Virginia home. These proposed projects will work together to reduce the average commute, improving the ability to move more people and goods, therefore making the area more attractive for business and job seekers.

Best regards,
John Ladd

John H. Ladd
Principal
John Ladd & Associates Inc.
600 Cameron Street
Alexandria, VA 22314
M: 202-276-6237

Support for I-95 bi-directional express lanes project

Brent Perry <perry.brent@gmail.com>

Thu 3/21/2024 10:04 AM

To:TPBcomment <tpbcomment@mwcog.org>

Good morning, TPB Members:

I am writing to communicate my support for Virginia's I-95 bi-directional express lanes project inclusion in the Visualize 2050 plan.

It is expected the region will add 1.5 million people and 1 million jobs between 2020 and 2050. We, as a region, must prepare now to accommodate future regional growth. Improving the region's most important transportation corridors will generate substantial economic development and create thousands of jobs. Transportation moves economic development as evidenced by 24 Fortune 500 companies calling Virginia home. These proposed projects will work together to reduce the average commute, improving the ability to move more people and goods, therefore making the area more attractive for business and job seekers.

Thank you for your consideration.

Best regards,

Brent Perry

Virginia CLRP Submissions

Edward Dennis <edward.dennis82@yahoo.com>

Thu 3/21/2024 10:28 AM

To:TPBcomment <tpbcomment@mwkog.org>

Hello,

I support Virginia's proposed project inputs to the Visualize 2050 plan. It is expected the region will add 1.5 million people and 1 million jobs between 2020 and 2050. We, as a region, must prepare now to accommodate future regional growth. Improving the region's most important transportation corridors will generate substantial economic development and create thousands of jobs. Transportation moves economic development as evidenced by 24 Fortune 500 companies calling Virginia home. These proposed projects will work together to reduce the average commute, improving the ability to move more people and goods, therefore making the area more attractive for business and job seekers.

Best Regards,

Edward Dennis

Sent from my iPhone

Support for I-95 bi-directional express lanes project

Dan Vivarelli <dvivarelli@gmail.com>

Thu 3/21/2024 11:25 AM

To:TPBcomment <tpbcomment@mwkog.org>

Good morning, TPB Members:

I am writing to communicate my support for Virginia's I-95 bi-directional express lanes project inclusion in the Visualize 2050 plan.

It is expected the region will add 1.5 million people and 1 million jobs between 2020 and 2050. We, as a region, must prepare now to accommodate future regional growth. Improving the region's most important transportation corridors will generate substantial economic development and create thousands of jobs. Transportation moves economic development as evidenced by 24 Fortune 500 companies calling Virginia home. These proposed projects will work together to reduce the average commute, improving the ability to move more people and goods, therefore making the area more attractive for business and job seekers.

Thank you for your consideration.

Best regards,

Dan Vivarelli

I-95

Matthew Bravo <bravo.matthew@gmail.com>

Thu 3/21/2024 11:28 AM

To:TPBcomment <tpbcomment@mwcog.org>

Good morning, TPB Members:

I am writing to communicate my support for Virginia's I-95 bi-directional express lanes project inclusion in the Visualize 2050 plan.

It is expected the region will add 1.5 million people and 1 million jobs between 2020 and 2050. We, as a region, must prepare now to accommodate future regional growth. Improving the region's most important transportation corridors will generate substantial economic development and create thousands of jobs. Transportation moves economic development as evidenced by 24 Fortune 500 companies calling Virginia home. These proposed projects will work together to reduce the average commute, improving the ability to move more people and goods, therefore making the area more attractive for business and job seekers.

Thank you for your consideration.

Virginia CLRP Submissions

tyler marriott <tmarri001@gmail.com>

Thu 3/21/2024 12:12 PM

To:TPBcomment <tpbcomment@mwkog.org>

I support Virginia's proposed project inputs to the Visualize 2050 plan. It is expected the region will add 1.5 million people and 1 million jobs between 2020 and 2050. We, as a region, must prepare now to accommodate future regional growth. Improving the region's most important transportation corridors will generate substantial economic development and create thousands of jobs. Transportation moves economic development as evidenced by 24 Fortune 500 companies calling Virginia home. These proposed projects will work together to reduce the average commute, improving the ability to move more people and goods, therefore making the area more attractive for business and job seekers

Thanks,

Tyler Marriott

Virginia CLRP submissions

Hampton Tignor <hampton.tignor@gmail.com>

Thu 3/21/2024 6:38 PM

To:TPBcomment <tpbcomment@mwcog.org>

I support Virginia's proposed project inputs to the Visualize 2050 plan. It is expected the region will add 1.5 million people and 1 million jobs between 2020 and 2050. We, as a region, must prepare now to accommodate future regional growth. Improving the region's most important transportation corridors will generate substantial economic development and create thousands of jobs. Transportation moves economic development as evidenced by 24 Fortune 500 companies calling Virginia home. These proposed projects will work together to reduce the average commute, improving the ability to move more people and goods, therefore making the area more attractive for business and job seekers.

Hampton Tignor

hampton.tignor@gmail.com

Visualize 2050 Plan

Richard W. Hagner <richard.hagner@gmail.com>

Fri 3/22/2024 9:48 AM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Sir or Ma'am:

I support Virginia's proposed project inputs to the Visualize 2050 plan. It is expected the region will add 1.5 million people and 1 million jobs between 2020 and 2050. We, as a region, must prepare now to accommodate future regional growth. Improving the region's most important transportation corridors will generate substantial economic development and create thousands of jobs. Transportation moves economic development as evidenced by 24 Fortune 500 companies calling Virginia home. These proposed projects will work together to reduce the average commute, improving the ability to move more people and goods, therefore making the area more attractive for business and job seekers.

Richard Hagner
Alexandria, VA

Support Virginia's Proposed Project Inputs - Visualize 2050

Dick Saslaw <richardlsaslaw@gmail.com>

Mon 3/25/2024 11:33 AM

To:TPBcomment <tpbcomment@mwkog.org>

Please approve Virginia's proposed project inputs to the Visualize 2050 plan. While serving in the Virginia State Senate, I represented part of Fairfax County. Northern Virginia has witnessed significant growth over the last few decades, placing a burden on critical transportation corridors in the region. While Virginia has made significant improvements and explored innovative transit solutions on key arterial interstates, such as high-occupancy toll lanes, Northern Virginia residents continue to struggle with extreme congestion, long commutes, and cut-through traffic in neighborhoods. Virginia's proposed project inputs to the Visualize 2050 plan make critical investments in these overburdened transportation corridors in Northern Virginia.

Bi-directional Express Lanes on I-95 is one of Virginia's proposed projects. This project would transform the travel experience for daily commuters and significantly improve quality of life for Northern Virginia residents. While the current reversible Express Lanes on I-95 have been very successful and helped divert traffic off of the regular lanes, bi-directional lanes would offer more reliable travel options. Having traveled several times a week to Richmond for many years, I recognize the importance and necessity of bi-directional Express Lanes on I-95.

Improving the region's most important transportation corridors will generate substantial economic development and create thousands of jobs. The Northern Virginia region is expected to continue to grow, and Virginia's proposed projects will help prepare for future growth. Transportation is a key element of economic development. Many Fortune 500 companies call Virginia home, and many Virginians work for the federal government. Together, these proposed projects will reduce the average commute, improving the ability to move more people and goods, and make the Northern Virginia area more attractive for families and businesses.

Congestion in Northern Virginia often causes cut-through traffic in surrounding neighborhoods, as drivers and commuters seek alternative routes. Virginia's proposed project inputs will not only increase capacity and reduce congestion on interstates, but also create safer local roads. Many of Virginia's proposed projects also respond to the sustainable transportation goals prioritized in the Infrastructure Investment and Jobs Act.

I urge you to support Virginia's proposed project inputs to the Visualize 2050 plan because they help address congestion challenges that directly impact my community and promote economic development.

Richard L. Saslaw
Former Virginia Senator

Visualize 2050 - Support Virginia's Projects

Tracey White <traceymwhite01@gmail.com>

Mon 3/25/2024 12:44 PM

To:TPBcomment <tpbcomment@mwkog.org>

Please support Virginia's proposed project inputs to the Visualize 2050 plan. I work for a major employer in Northern Virginia, and my job requires that I travel to Richmond on a weekly basis. I understand the importance of the bi-directional Express Lanes on I-95 and all of Virginia's proposed project inputs. Congestion is a major challenge on Northern Virginia's key transportation corridors, and these projects would offer significant relief for all travelers, specifically commuters and residents like me.

Tracey White

Support Virginia's project submissions for Visualize 2050!

Jason Stanford <jason.f.stanford@everyactioncustom.com>

Mon 3/25/2024 3:52 PM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,

Jason Stanford

Arlington, VA

jason.f.stanford@gmail.com

Visualize 2050 Plan

Gary Cohen <gcohen@glorydaysgrill.com>

Mon 3/25/2024 9:28 PM

To:TPBcomment <tpbcomment@mwkog.org>

To whom it may concern:

My name is Gary Cohen, and I have been living and working in Fairfax, VA for 43 years now. I manage a group of 22 restaurants in Virginia and Maryland, and we employ about 1700 people. Our roads and interstate highways are literally the lifelines for all of us in Northern Virginia who commute to work and to schools. I have seen the population of NOVA boom over the last few decades but I am afraid the roadways have not kept pace with the growing population. While we have certainly seen some improvements, many more are necessary to keep pace with the growth.

I urge you to include Virginia proposed projects in the Visualize 2050 plan. These projects make critical improvements to much traveled interstates in Northern Virginia. Improving our interstates and major transportation corridors to address congestion and safety is of paramount importance for our community.

Thank you

Gary M. Cohen
Executive Vice President
Glory Days Grill
Mobile: 703-981-5441



Support Virginia's project submissions for Visualize 2050!

Baruch Feigenbaum <baruch.feigenbaum@everyactioncustom.com>

Tue 3/26/2024 8:40 AM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,

Baruch Feigenbaum

Sterling, VA

baruch.feigenbaum@reason.org

Support Virginia's project submissions for Visualize 2050!

Keith Meurlin <keith@everyactioncustom.com>

Tue 3/26/2024 8:52 AM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

The Washington Airports Task Force strongly urges the approval of Virginia's submissions including upgrades to the American Legion Bridge. The ability to reach our regions airports in reasonable and predictable time is critical to the economic vitality of this region. We need to keep a second western Potomac River crossing in our future planning as the growth of the region will quickly exceed our current plans.

Support Visualize 2050.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,

Keith Meurlin

Dulles, VA

keith@washingtonairports.com

Support Virginia's project submissions for Visualize 2050!

Javier Vega <vegavt@everyactioncustom.com>

Tue 3/26/2024 10:07 AM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community

I am currently a Virginia homeowner. However, I was a resident of Maryland for 25 years and have witnessed first hand the many challenges in maintaining efficient flow of traffic in our Capital region.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Javier Vega
Vienna, VA
vegavt@gmail.com

Support Maryland's and Virginia's project submissions for Visualize 2050

Richard Parsons <rparsons62@everyactioncustom.com>

Tue 3/26/2024 10:16 AM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community

The same goes for Maryland. As TPB considers submissions to its long-range transportation plan, it is important to move forward with major improvements that each jurisdiction deems vital to its long-term transportation needs. In this process, TPB members should remember, their primary mission is to improve transportation performance. In one of the most congested regions in the nation, that calls for prioritizing projects that do the most to relieve traffic congestion, enhance reliability, and improve person-throughput at some of our region's worst choke points. This should be TPB's main focus as you consider this round of project submissions.

A growing region needs to invest in its infrastructure in all modes, including the mode that carries roughly 90% of all trips: Our roads, bridges and highways. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, as well as regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities.

A truly multimodal approach is what experts and the public know we need. That means both transit AND roads. Investing only in transit, as some advocate, is not viable as there is zero evidence that transit alone offers any meaningful congestion relief, or improved access to jobs for the vast majority of low-income workers who commute by car, or meets rising demand for deliveries and interstate travel. A plan that ignores the decrepit state of our highway network would be foolish, myopic, unrealistic and financially unsustainable. TPB has a responsibility to provide a workable plan that improves travel for all of us, not just the 5-10% using one particular mode.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Richard Parsons
Rockville, MD
rparsons62@gmail.com

Visualize 2050 plan

Maggi Luca <mkluca8620@gmail.com>

Tue 3/26/2024 10:41 AM

To:TPBcomment <tpbcomment@mwkog.org>

As a Virginia resident who uses the interstates in Northern Virginia frequently, I was thrilled to learn about the proposed study. Significant strides have been made, but much more has to be done. Traveling the interstate corridor is such a burden and challenge during peak hours especially in the Northern Virginia area. Improvements will reduce commutes, create safer neighborhoods, make the areas more attractive and help local residents in so many ways. I encourage the proposed project and anxiously await the news that it will come to pass.

Thank you.

Maggi Luca

--

Support Virginia's project submissions for Visualize 2050!

Jay Guan <qguan989@everyactioncustom.com>

Tue 3/26/2024 11:49 AM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Jay Guan
Clarksburg, MD
qguan989@gmail.com

Support Virginia's project submissions for Visualize 2050!

Barry Graham <barry@everyactioncustom.com>

Tue 3/26/2024 3:59 PM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Barry Graham
Silver Spring, MD
barry@barrygraham.com

Support Virginia's project submissions for Visualize 2050!

Arthur Purves <agpurves@everyactioncustom.com>

Tue 3/26/2024 10:33 PM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Arthur Purves
Vienna, VA
agpurves@cox.net

Support Virginia's project submissions for Visualize 2050!

Theo Stamatis <tstamatis@everyactioncustom.com>

Wed 3/27/2024 10:54 AM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,

Theo Stamatis

Lansdowne, VA

tstamatis@loudounchamber.org

Visualize 2050 Plan

John O'Donnell <johnpodonnell01@gmail.com>

Wed 3/27/2024 11:38 AM

To:TPBcomment <tpbcomment@mwkog.org>

Please approve Virginia's proposed project inputs to the Visualize 2050 Plan. The high-occupancy toll lanes model has made fast transit viable in areas where this has never been viable before due to congestion. However, the Northern Virginia region still faces significant congestion, creating challenges with cut-through traffic in neighborhoods surrounding interstates and unreliable commuting times. Virginia's proposed projects would create safer local roads, return quality of life to commuters, prioritize new travel options and transit, and attract businesses to the region. The region is expected to add 1.5 million people and 1 million jobs between 2020 and 2050, and improving the region's most important transportation corridors will generate substantial economic development and create thousands of jobs. Virginia's proposed project inputs to the Visualize 2050 plan play a key role in preparing for future regional growth.

John O'Donnell

Comments on the Transportation Planning Board Visualize 2050 Plan

Margaret Vanderhye <margaret.vanderhye@gmail.com>

Wed 3/27/2024 2:35 PM

To:TPBcomment <tpbcomment@mwkog.org>

To Members of the Transportation Planning Board:

As a longtime and frequent commuter between my home near the 495 Beltway and downtown Richmond, I am familiar with the congestion in both directions. I have watched the patterns of congestion change significantly with "reverse commute" back-ups becoming much more common - and at any time. I have wished on many occasions that our Express Lanes operated in both directions throughout the day. So I welcome and support the proposed project inputs to the Visualize 2050 plan.

As a former policy maker to develop what was then the "long range" 2010 Transportation Plan, and as a part of the NVTa task force for the 2030 TransAction Plan, I know that as a region, we must prepare now to accommodate future regional growth. Our transportation solutions must focus on both individual commuters as well as intercity and express buses that move many passengers with a reliable schedule in a single vehicle. And our ability to move freight more efficiently will also contribute to the substantial economic development and job creation that these added transportation improvements will provide.

We want individuals and businesses - including the 24 Fortune 500 companies that call Virginia home - to feel secure that we are thinking about future economic vitality and prosperity for the region they have chosen. We expect to add 1.5 million people and 1 million jobs between 2020 and 2050. The proposed transportation projects will reduce travel times and improve the ability to move more people and goods, making the area more attractive for businesses, job seekers, and families.

While great efforts have been made to reduce congestion along Northern Virginia's interstate corridors, these proposed projects will help address today's continued traffic delays that will only get worse over time. I urge you to approve Virginia's proposed project inputs to the Visualize 2050 plan.

Thank You

Margaret Vanderhye

McLean, Virginia

Visualize 2050 Plan

Beth Arthur <barthur@comcast.net>

Wed 3/27/2024 2:35 PM

To:TPBcomment <tpbcomment@mwcog.org>

As you consider Visualize 2025 please support Virginia's proposed project inputs . As former Sherriff of Arlington County, I recognize the transportation needs of our region. Severe congestion on interstates creates challenges for commuters and impacts safety on local roads due to cut-through traffic. The continued increase in traffic congestion on Northern Virginia's roadways has a negative impact on our many public safety employees that utilizes our highways/roadways on a daily basis to commute to and from work - the ever increasing congestion has a negative impact on their health and well being ! As the Northern Virginia region continues to grow, these projects will be critical in ensuring long term reliability and safety.

Respectfully,

Beth Arthur
Arlington County Sheriff, Retired

Express Lanes.

William.Gould@hklaw.com <William.Gould@hklaw.com>

Wed 3/27/2024 9:26 PM

To:TPBcomment <tpbcomment@mwkog.org>

I live and work in Northern Virginia, and I regularly travel to Richmond to see my daughter who is in school at VCU. As I drive to Richmond and around my community, congestion and reliability is a constant problem on Virginia's interstates and key transportation corridors. Please support Virginia's proposed project inputs to the Visualize 2050 Plan. These proposed projects, such as bi-directional Express Lanes on I-95, make critical improvements on Northern Virginia interstates that will transform my commute and travel to Richmond. Should you wish to discuss this, please feel free to contact me. With every good wish, Bill.

William Gould | Holland & Knight

Holland & Knight LLP

800 17th Street N.W. Suite 1100 | Washington, D.C., 20006

1650 Tysons Blvd Suite 1700 | Tysons, Virginia, 22102

Phone 202.419.2577

william.gould@hklaw.com | www.hklaw.com

www.hkhealthblog.com

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Support Virginia's project submissions for Visualize 2050!

Jack Albert <jackestra@everyactioncustom.com>

Thu 3/28/2024 12:31 PM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Jack Albert
Dunn Loring, VA
jackestra@gmail.com

Support Virginia's project submissions for Visualize 2050!

Charles Kapur <charlesk@everyactioncustom.com>

Thu 3/28/2024 12:36 PM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,

Charles Kapur

Reston, VA

charlesk@restonchamber.org

Support Virginia's project submissions for Visualize 2050!

Eric Dickman <edickman@everyactioncustom.com>

Thu 3/28/2024 12:39 PM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,

Eric Dickman

Ashburn, VA

edickman@timberridgedev.com

Support Virginia's project submissions for Visualize 2050!

David White <davidwhite@everyactioncustom.com>

Thu 3/28/2024 12:44 PM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,

David White

Fairfax, VA

davidwhite@superiorpaving.net

Please Support Virginia's project submissions for Visualize 2050

J. Randall Minchew <jrminchew@everyactioncustom.com>

Thu 3/28/2024 12:50 PM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

As a former member of the Virginia General Assembly who served for years on the Transportation Committee, I strongly support Virginia's transportation project submissions for Visualize 2050. Now that the TPB's zero-based submission strategy has refocused our approach, it is time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs.

These improvements include the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,

J. Randall Minchew

Leesburg, VA

jrminchew@thelandlawyers.com

Support Virginia's project submissions for Visualize 2050!

Joey Zeldin <joeyzeldin@everyactioncustom.com>

Thu 3/28/2024 12:53 PM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving regional rail upgrades for VRE and MARC, funding for Metrorail & Metrobus, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Joey Zeldin
Arlington, VA
joeyzeldin@gmail.com

Please support Virginia's project submissions for Visualize 2050

John Roddy <jfroddy@everyactioncustom.com>

Thu 3/28/2024 12:56 PM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the responsible improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
John Roddy
Chantilly, VA
jfroddy@wahazel.com

Transportation 2050

Paul B Johnson <pjohnson@everyactioncustom.com>

Thu 3/28/2024 1:07 PM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

It's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That especially includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal. The piecemeal approach to major projects only guarantees that we will have construction congestion for years to come. Once traffic gets necked down it doesn't matter if it is one mile or forty miles. The constant expansion and contraction cause stress and allows for more conflicts.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Paul B Johnson
Fairfax, VA
pjohnson@cpja.com

Support Virginia's project submissions for Visualize 2050!

Douglas Kennedy <DKennedy@everyactioncustom.com>

Thu 3/28/2024 1:25 PM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

The list of plans needs to be far reaching and accommodate potential growth for the entire region, especially to lessen continued congestion and establish reliable systems to efficiently move goods and people. Not to show added multi-modal projects is short-sided and will cause the region to suffer.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Douglas Kennedy
Reston, VA
DKennedy@Pennoni.com

Support Virginia's project submissions for Visualize 2050!

Kurtis Marx <kurt.marx@everyactioncustom.com>

Thu 3/28/2024 2:01 PM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,

Kurtis Marx

Ashburn, VA

kurt.marx@bankwithunited.com

Support Virginia's project submissions for Visualize 2050!

tadeusz lewis <ted.lewis@everyactioncustom.com>

Thu 3/28/2024 2:55 PM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

When is I-81 going to get fixed. This critical interstate no longer functions effectively because of tractor trailer traffic. It is time to start investing in the western part of the Commonwealth.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,

tadeusz lewis

leesburg, VA

ted.lewis@terracon.com

Virginia's transportation plans must be retained in Visualize 2050

John Undeland <John@everyactioncustom.com>

Thu 3/28/2024 3:29 PM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Virginia's proposed transportation projects are essential to keeping the region's quality of life and economy as are Maryland's plans to expand Express Lanes across the American Legion Bridge, I-495 and I-270. Multimodal improvements including upgrades for VRE and MARC, a regional BRT network, a second Long Bridge and other projects are much needed. Please vote yes on a high-quality transportation future by including these projects in the long range plan update. Thank you for your leadership.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,

John Undeland

Mc Lean, VA

John@undelandmanagement.com

Comments on TPB Draft Visualize 2050 Plan

tbaynard@verizon.net <tbaynard@verizon.net>

Thu 3/28/2024 5:03 PM

To:TPBcomment <tpbcomment@mwkog.org>

I am writing to express support for Virginia's proposed project inputs to the Visualize 2050 Plan. Professionally and personally, I have managed and developed policies for transportation planning and economic development, particularly in the greater Washington area for over thirty years. Balanced and forward thinking transportation planning are key to addressing the urgent congestion challenges on the interstates and local roadways in Northern Virginia. The proposed multimodal improvements proposed for Virginia will provide travelers multimodal options for trips. I urge you to include Virginia's projects in the Visualize 2050 Plan because they will significantly help reduce congestion and prepare the region for future growth.

Tracy Baynard
6128 Manchester Park Circle
Alexandria, VA 22310

Support Virginia's project submissions for Visualize 2050!

Kenny Boddye <kboddye@everyactioncustom.com>

Fri 3/29/2024 12:36 AM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

As we continue to address our critical unmet transit and transportation needs, we must also focus on building capacity for the growth we know is coming to our region. Transit-oriented development is only possible with the right transportation planning on a regional level.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Kenny Boddye
Lake Ridge, VA
kboddye@pwcgov.org

Support Virginia's project submissions for Visualize 2050!

Debora Harvey <dharvey@everyactioncustom.com>

Fri 3/29/2024 8:32 AM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs.

That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

As a resident of Northern Virginia for nearly 40 years, I have seen the incredible expansion of our transportation infrastructure in that time. That infrastructure is what supports the economic strength in this area. Northern Virginia is the economic engine of the entire Commonwealth.

By approving the transportation project submissions for Visualize 2050, you are not only demonstrating your commitment to keeping the economy of Northern Virginia strong, you are confirming your commitment to the DC Metropolitan region.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Debora Harvey
Fairfax, VA
dharvey@hcca.net

Support Virginia's project submissions for Visualize 2050!

Robert Chase <rochase@everyactioncustom.com>

Fri 3/29/2024 9:47 AM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Robert Chase
Falls Church, VA
rochase@cox.net

Support Virginia's project submissions for Visualize 2050!

Ashley Hutson <ashley@everyactioncustom.com>

Fri 3/29/2024 9:58 AM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Ashley Hutson
Manassas, VA
ashley@hcca.net

Support Virginia's project submissions for Visualize 2050!

Joseph Warren <warrenjj@everyactioncustom.com>

Sat 3/30/2024 11:34 PM

To:TPBcomment <tpbcomment@mwkog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

I have not looked at specific projects but over the past 15 years there has been much emphasis on several rail projects. Montgomery County had plans for light rail for many years, only recently switching to BRT. The Alliance supported the Purple line. It is clearly a disaster; it would have been FAR better had it been a BRT system. Early on, there were problems with increased costs and warnings from outside sources about this project; but, the Alliance was silent. The BRT projects in MD may be justified but that depends on detailed analysis of future commuting. I would like to see that.

Also, support for VRE expansion and the support for a new rail bridge across the Potomac is questionable. VRE ridership is much lower than in 2019 and recovery is very slow. The need for a new bridge depends mostly on very optimistic VRE ridership projections over the next 5-7 years. The number of Amtrak trains has increased only slightly over the last 10 years. Freight traffic is likely to be the same or less due to Precision Scheduling of trains over the past three years. CSX is already running longer trains across the bridge.

Support for highway expansion is needed since the number of vehicles and vehicle-miles is almost certain to increase over the next 5-10 years. I strongly support toll lanes in MD. The Alliance seems happy with endorsement of all these projects, but I want to see more analysis, including a range of assumptions.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,

Joseph Warren

Arlington VA 22204, US, VA

warrenjj@erols.com

VISUALIZE 2050

National Capital Region Transportation Plan

March 2024 Public Comment Opportunity

Comments from Individuals via MetroQuest on the Air Quality Analysis Scope of Work

AIR QUALITY CONFORMITY PROCESS COMMENTS

Please consider things like tire dust

Marc Brunswick line expanded to Hagerstown

Particulate matter pollution from vehicles needs to be incorporated. Car tires are the source of the vast majority of our oceans' microplastics.

*I would encourage you to include a real scenario analysis of an alternative climate-friendly project list with alternative supportive land use (just as the TPB voted to do in this plan).

* Modeling results need to show how the air quality and climate pollution impacts are due to new transportation projects vs changes in the air model used for Visualize 2050 compared to Visualize 2045

* Zero-based budgeting looks to have been done only facially, and not what the TPB board voted for.

Widening roads' expected results are to increase the amount of traffic. Even when a new lane solely for EV vehicles, it means more gas vehicles in the other lanes and thus will reduce meeting environmental and air quality targets.

Impossible to evaluate your methods without any details. In general, adding more roads and road width will increase emissions (and certainly will increase mortality/morbidity from crashes.) Taking space from cars and reserving it for buses will increase transportation capacity, reduce emissions per passenger mile, and seriously reduce crashes.

Review the TPB policy framework, which prioritizes non-car travel modes, safety, equity, and TPB's greenhouse gas (GHG) target. Many highway and arterial expansion projects on the list claim to help TPB meet its 2030 greenhouse gas reduction target but provide no explanation. Some of these projects aren't even planned for construction until well after 2030. TPB should screen out projects like these that don't take climate change seriously rather than waste a year modeling them.

Include real scenario analysis of an alternative climate-friendly project list with alternative supportive land use.

Make modeling results show how the air quality and climate pollution impacts are due to new transportation projects compared to the previous plan Visualize 2045.

Zero-based budgeting here is not what the TPB board voted for in 2021. Review and revise the list based on prioritizing non-car travel modes, safety, equity, and TPB's greenhouse gas (GHG) target.

- Please be sure to consider tire and brake dust. While switching to EVs will reduce tailpipe emissions, it will increase other emissions
- Compare the 2045 and 2050 Plan results, showing input changes vs. model methodology changes
- Include real scenario analysis of an alternative climate-friendly project list with alternative supportive land use
- Before air modeling, revise the project list based on TPB policy which prioritizes non-car travel, safety, equity, and TPB's GHG target.

I think the scores given to road projects, for example managed available lanes/HOV for I-66, greatly overstate the positive impacts and understate the likely negative ones.

I recommend measuring the reduction in trips or road miles made by cars. I don't see reducing car lanes especially in Virginia communities and replacing with bike lanes or bus lanes or efforts to make walking more safe and equitable. My community has services in it within walking distance but I can't get to them because of the highways (old Keene mill road & Burke lake road) which have no safe bike lanes and limited pedestrian facilities. People drive since biking/walking/transit aren't feasible.

<p>Include real scenario analysis of an alternative climate-friendly project list with alternative supportive land use – as the TPB board discussed in 2021 and voted to do in this plan. The modeling results need to show how the air quality and climate pollution impacts are due to new transportation projects versus changes in the air model used for Visualize 2050 compared to the previous plan Visualize 2045.</p>
<p>Do you take in consideration traffic jams and traffic lights? a good coordination in the traffic patterns, including a good design of intersections, can make a big difference in emissions. More intersections with no traffic lights would decrease the emissions.</p>
<p>Include real scenario analysis of an alternative climate-friendly project list with alternative supportive land use – as the TPB board discussed in 2021 and voted to do in this plan. The modeling results need to show how the air quality and climate pollution impacts are due to new transportation projects versus changes in the air model used for Visualize 2050 compared to the previous plan Visualize 2045. Expanding highways generates more sprawl, driving and pollution.</p>
<p>Expanding highways generates more sprawl, driving and pollution – this has been shown in many studies. TPB's model needs to better address this. Many highway and arterial expansion projects on the list claim to help TPB meet its 2030 greenhouse gas reduction target but provide no explanation. Some of these projects aren't even planned for construction until well after 2030. TPB should screen out projects like these that don't take climate change seriously rather than waste a year modeling them.</p>
<p>These plans appear to give residents of dc and Maryland more options for equitable, low-pollution transportation. Virginia residents seem to be getting more highways and roads that contribute to pollution and make active and green transportation more difficult. Why is northern Virginia getting different access to safe clean active green and shared transportation than MD and DC. Why are they encouraging car traffic versus walking, biking and buses/transit? This clearly doesn't help air quality</p>
<p>Traffic volume should be the major metric. Even with electric vehicles and air quality controls, it has been shown that tire wear produces hazardous levels of fine particulate matter. Near universally in areas with low traffic; there is high air quality; in areas with high traffic there is low air quality.</p>
<p>The model used by MWCOG, and most state-level implementers for that matter, unfortunately assumes their subject to be a point mass. This belies the accuracy, as anyone who has been in a city knows that a Prius does not have the same presence as a lifted Ram. However, the region must use this model. They should adapt by considering a multiplier for that input based on the estimated vehicular demographics.</p>
<p>Doesn't seem like there is real scenario analysis of an alternative climate-friendly project list with alternative supportive land use, which the TPB board voted to do in this plan. Need to show how the air quality and climate pollution impacts are due to new transportation projects versus changes in the model from Visualize 2045. Does this address how expanding highways generates induced demand and sprawl? Please skip modeling the projects that don't address climate change. It's happening now!</p>
<p>Can you estimate the impacts of EV incentives, higher gas taxes, replacement of Toll lanes with express bus/HOV only lanes... that might lower pollution? Can you incentivise work from home?</p>
<p>Vehicle emissions will be an important part of this since there is so many cars that idle in traffic.</p>
<p>Make sure you are using the correct type for vehicles and busses. Electric vehicles emit no ozone, NO2, or CO/CO2 pollutants.</p>
<p>We need to factor in emissions from gas but also brake dust, tire micro plastics, and road emissions.</p>

<p>The air quality analysis needs to account for the increase in automotive traffic that will be induced by highway widening. Please use a tool like the RMI Shift Calculator to include induced demand in your projections. Road widening projects should not be getting passing grades when it comes to air quality when we know from experience and studies that these projects will increase the use of automobiles and contribute negatively to our region's air quality.</p>
<p>First this diagram is very blurry and is very difficult to read.</p> <p>And is it just for ozone? That's what this diagram indicates</p>
<p>Good work overall</p>
<p>How about instead of doing the bare minimum that EPA will allow, we try to improve air quality dramatically by not building new highways?</p>
<p>Any reduction in congestion from a widened roadway just induces more demand and more car use. It always increases emissions from increased use instead of decreasing from idle time.</p>
<p>First, ozone is not the only (or primary?) metric for air quality. Is CO2 included? I do not understand how road widenings improve air quality. I personally would like to see a long-term vision for Metro and buses IN THE CITY such that it is not only commuter rail, but also reliable as the only transportation for people within the city. Take the rule someone should not be more than a 10 min walk to a train station or a 5 min walk to a bus station—what would that look like? How do we get there?</p>
<p>This air quality impact analysis should take better into account the increase in car traffic caused by highway widening. There are better tools to account for this. I just heard about the RMI Shift Calculator and that does a much better job.</p>
<p>Time to ban cars, build walkable cities, spend on public transit, protected bicycle lanes</p>
<p>I want to see how you arrived at those numbers.</p>
<p>As a resident of the Parkwood community, clean air in my community is incredibly important. As a resident of the global community, mitigating the causes of climate change is incredibly important. More cars on the road means more impact. I would much prefer to see funding be invested in more easily accessible, alternative forms of public transportation and incentives developed for individuals to use that transport.</p>
<p>Stop 270 Widening and spending our sacred taxpayer dollars. Virginia is a traffic nightmare with highway widening. It does not solve traffic problem. MDOT mist go to the root versus just treating traffic symptoms like Virginia has unsuccessfully done for constituents.</p>
<p>Include comparisons of the proposed change to current measures of ozone in public updates.</p> <p>Also per revised EPA standards, estimate air quality impacts of fine particle pollution. Collect current measures and forecasted values to understand if there is compliance with the updated annual soot standard to 9 micrograms per cubic meter of air across the region. Provide public updates on these studies.</p>
<p>If you want to really speak the truth adding more lanes or more cars does not improve air quality. Adding public transportation to avoid having more cars that will help</p>
<p>Please do not fail to include the air quality impacts of the additional VMT that will be induced from additional lane miles through road widenings and new road construction.</p>
<p>I am concerned about air quality</p>
<p>Don't widen</p>

What type of VMT will you be analyzing and with what methodology?
The air quality analysis must take into account the increased automotive traffic induced by highway widening. There are now readily-available, well-respected tools for this like the RMI Shift Calculator.
The modeling results need to show how the air quality and climate pollution impacts are due to new transportation projects versus changes in the air model, Expanding highways generates more sprawl, driving and pollution – this has been shown in many studies. TPB's model needs to better address this. Many highway and arterial expansion projects on the list claim to help TPB meet its 2030 greenhouse gas reduction target but provide no explanation.
The EPA is not the gold standard any more. A more conservative level of impacts needs to be achieved.
We need to get people out of cars. Either by using more mass transit or building housing closer to jobs.
Air quality conformity based on projects is necessary. But, transportation funding mechanisms (roadway user fees, parking fees and land value return) can have significant impacts on both travel behavior and land use. Travel behavior and land use have enormous impacts on energy consumption (for buildings and transportation) and air quality. Thus, funding mechanisms could reduce or eliminate need for some projects. This essential analysis seems to be missing.
Shouldn't we be shooting for better than the EPA requisites for air quality? Why settle for the bare minimum instead of leading the way in carbon and pollution reduction?
To reduce pollution in our region we need to reduce trips by automobile. Even if magically all autos were to become EVs the tire pollution would still be severe
I'm worried that the motor vehicle model doesn't take into account the induced demand of the proposed projects, especially roadway widening
First, the graphic on this tab is blurry and very difficult to read. Second, travel demand forecasting ALWAYS "predicts" that more pavement is needed, when in fact construction of new lanes induces new traffic. It is insane that this metric continues to be used. Third, is there an evaluation of projects with emissions reductions goals to address climate change?
Thanks to cleaner vehicles that don't produce the level of ozone/PM pollutants as back in the 1990, this plan may pass conformity on NAAQS criteria -- but what about GHGs, which is where we are now? The sheer number of road expansions in this plan is beyond belief. Who is advising you? How do you expect this region to function with continued investment in projects that only perpetuate sprawl, auto dependency & VMT? Where's the compact land use & multimodal thinking?
Transportation impacts are so much more than emissions. (Impacts include wildlife destruction, lack of leisure time, ugliness).
Bicycles are not mentioned in any of the five columns. Bicycles cause no tailpipe emissions and are a viable alternative to driving for <10 mile trips.
Is ozone the only emission that is being considered? At a minimum CO2 and NOx should be looked at as well. Also transit's impact on these metrics should be looked for its downward impact on emissions from cars.
Consider spending project dollars to subsidize trade-in and retirement of older, more polluting vehicles for plug-in hybrids and electric vehicles.
Land use and induced VMT seem to be omitted from this.
The air quality analysis needs to include PM10 / PM2.5 and other criteria pollutants from tires.

Perform real world scenario analysis of an alternative climate-friendly project list with alternative supportive land use – as the TPB board discussed in 2021 and voted to do in this plan.

Modeling output must show how the air quality and climate pollution impacts are due to new transportation projects versus changes in the air model used for Visualize 2050 compared to the previous plan Visualize 2045.

The travel demand forecast used must be updated and checked. Usual forecasts do not properly account for modal shift and assume growth in car traffic. This can be mitigated through better transit and bike options

TPB must not start the conformity modeling until it reviews the project list and makes changes in compliance with Board resolution R19-2021. This list does not demonstrate that most projects considered multiple build scenarios and how to meet the region’s GHG targets or that agencies engaged in meaningful zero-based budgeting to meet regional goals. CSG will submit separate more detailed comments on the air conformity modeling scope, including addressing the new EPA model and non-work trips.

This doesn't actually show how you estimate air quality. It's just a list of factors. Where's the equations?

It appears that this is a slight of hand analysis. Every single study has shown that more highway lanes bring more traffic. If we want to improve air quality, this is not the solution. Our investment must be in reducing individual car use, as hard as it may be, and resist the ill conceived solution to expand traffic lanes.

Can transit, bike, and pedestrian counts and mode share percentages be factored into this analysis along with VMT?

Please incorporate bike, pedestrian, transit counts and percentage figures of mode share, along with VMT.

I see minimal analysis of air quality impact other than input tables. I see little effort to reduce induced vehicle milage and CO2+. Great to see transit and bike lane funding but 60% of projects - widening and interchanges will induce car use. We have to be 100% committed to CO2 decrease - a model for the country - Let me remind you 2050 is the drop dead day for net zero!!!

Any and all projects that include an expansion of vehicle lane miles, including any components of road widening or intersection/ interchange expansion, should NOT result in a prediction of reduced greenhouse gas emissions or air pollution for the region. Widening roadways does NOT decrease or mitigate congestion, or reduce greenhouse gasses - the ONLY way to reduce greenhouse gas emissions and air pollution is to provide viable alternatives to driving or riding in cars. Penalize these projects.

How will you measure VMT? What type of VMT? Will VMT thresholds be set?

Include real scenario analysis of an alternative climate-friendly project list with alternative supportive land use – as the TPB board discussed in 2021 and voted to do in this plan. The modeling results need to show how the air quality and climate pollution impacts are due to new transportation projects versus changes in the air model used for Visualize 2050 compared to the previous plan Visualize 2045.

Models need to show how air quality & climate pollution impacts are due to new transportation projects vs the differing air models used for the Visualize 2045 & Visualize 2050 plans.

- Analyze alternative climate-friendly projects with supportive land use.
- Acknowledge that highway expansion increases sprawl and pollution. Update TPB's model to better reflect these impacts.
- Clarify in detail how projects contribute to the 2030 greenhouse gas reduction target.
- Screen out projects that don't align with climate change objectives.

- Analyze alternative climate-friendly projects with supportive land use.
- Acknowledge that highway expansion increases sprawl and pollution. Update TPB's model to better reflect these impacts.
- Clarify in detail how projects contribute to the 2030 greenhouse gas reduction target.
- Screen out projects that don't align with climate change objectives.

Emissions air quality is a good consideration for all roadway projects. However, establishing infrastructure that is capable of serving the expanding needs of the community should not be impeded or delayed due to emission conditions that can be address via other means. Please, please cease the delays for these projects. Especially those that have been debated and delayed for decades.

I feel that we must work harder to lessen the traffic on the roads and make more rapid transit available to the public to increase ridership and the result will be cleaner air.

Evidence (incomplete?) that people in charge of monitoring air pollution cheat to under-measure the actual levels:

- Grainger C, et al. Do regulators strategically avoid pollution hotspots when siting monitors? Dept of Econ, U Wisconsin-Madison Working Paper. 2019.
- <https://www.aeaweb.org/articles?id=10.1257/pandp.20191063>.
- <http://www.nber.org/papers/w28735>.
- <https://files.webservices.illinois.edu/7199/zoueric-jmp.pdf>.
- <https://www.aeaweb.org/articles/pdf/doi/10.1257/aer.20181346>.

- Analyze alternative climate-friendly projects with supportive land use.
- Acknowledge that highway expansion increases sprawl and pollution. Update TPB's model to better reflect these impacts.
- Clarify in detail how projects contribute to the 2030 greenhouse gas reduction target.
- Screen out projects that don't align with climate change objectives.

Currently what is the air quality standard and are we meeting the ambient air quality guidelines in South County (Prince George's County)

Add in: Capital BikeShare infrastructure

- Analyze alternative climate-friendly projects with supportive land use.
- Acknowledge that highway expansion increases sprawl and pollution. Update TPB's model to better reflect these impacts.
- Clarify in detail how projects contribute to the 2030 greenhouse gas reduction target.
- Screen out projects that don't align with climate change objectives.

Increasing lanes on Rt 15N will ONLY increase volume of traffic, which in turn will increase emissions. More logical solutions (roundabouts), will solve the traffic flow concerns & not disturb & destroy the areas environment or history

The proposed analysis misses important well documented contributions from increased automobile dominant proposals. I ask that you:-- Analyze alternative climate-friendly projects with supportive land use.

- Acknowledge that highway expansion increases sprawl and pollution. Update TPB's model to better reflect these impacts.
- Clarify in detail how projects contribute to the 2030 greenhouse gas reduction target.
- Screen out projects that don't align with climate change objectives.

Critical thinking has not been used for Rt15N expansion project. Lane expansion (more lanes) = more traffic = more emissions = more congestion = destruction of environment/ecology = excessive costs to taxpayers. For YEARS the solution has been a new bridge connecting to Rt 28 virginia. Maryland has stonewalled this solution & Loudoun county residents have suffered the traffic congestion caused by commuters from Md, Pa, Wv, etc

City of Falls Church has no specific comment, however, Council has adopted the latest COG Greenhouse Gas Emissions goals, and therefore would be supportive of transit and HOV projects. In addition to adopting COG goals, the City has also adopted its own Community Energy Action Plan.

Vehicle information should include weight. While electric vehicles will decrease tailpipe carbon emissions, they are much heavier. This will cause significant increase in rubber particulates in the air as tire degradation increases with heavier vehicles.

Among the chief contributors to air quality aside from emissions is the ability of the surrounding area to actually contend with the exuded carbon. What about tree cover, diverse green space along project routes, the necessary cleared space involved in expansion in projects, or the sensitivity of spaces connected by projects to additional sprawl or contamination?

Air quality measurements should also include greenhouse gas emissions as they are causing climate change and are significantly impacted by the transportation projects proposed in Visualize 2050

I appreciate the modeling methodology, but our area is in non-attainment status for Ozone now, so seems like this kind of detailed modeling should be subordinated to urgent efforts such as gas vehicles through whatever means necessary until the Ozone numbers fall.

Many studies show that expanding highways generates more sprawl, driving and pollution. TPB's model needs to better address this. Many highway and arterial expansion projects on the list claim to help TPB meet its 2030 greenhouse gas reduction target, without explanation. Some of these projects aren't even planned for construction until well after 2030. TPB should screen out projects like these that don't take climate change seriously rather than waste a year modeling them.

More & better public transportation would encourage less driving and improve air quality

Consider the demand that will be induced as a result of adding new lanes of traffic.

Prioritize bike lanes, and BRT, whenever possible.

This work needs to include induced demand and rely on worst-case assumptions about fleet makeup in future years. Previous work excluded consideration of the increased emissions from SUVs and was improper. Also, induced demand must be considered, the transportation demand model can no longer assume that road expansions do not result in increased transportation demand. there is incontrovertible evidence that induced demand is not just real, but to be expected.

We need to double our estimates for any single occupancy vehicle (personal automobile). And we need to make vehicle miles traveled a much higher problem than it currently is.

Relying on Vehicle Registration data for region is not going to fully capture actual mobile emissions for region as there are vehicles which are registered in areas outside of the region data is being pulled from. Should try to find another data source/estimation model that is able to factor in vehicles that move through region but are not registered within the region. Also, make sure to factor in Amtrak and other transit modes in region which may not receive local funding too.
Include real scenario analysis of an alternative climate-friendly project list with alternative supportive land use, as the TPB board discussed in 2021 and voted to do in this plan. Many studies have shown that expanding highways generates more sprawl, driving and pollution. TPB's model needs to better address this.
Emissions estimates should include the effect of land use decisions on travel behavior and measure both emissions from both transportation and land use
Expanding highways results in increased sprawl, and incentivizes increases in driving and pollution. Your modeling needs to better address this reality
TPB needs to do a real apples to apples scenario analysis that models a climate-friendly package of projects. This is what the board resolution from three years ago requires.
My health
You cannot pass a 2030 GHG mitigation goal using public transit projects projected to complete after 2030. Road-widening encourages driving, which hurts quality of life and economic land use, on top of overriding GHG mitigation
Road and Highway expansion induces more traffic, which can be calculated with the RMI Shift tool. https://shift.rmi.org/
Do not count Road-widening as supportive for environmental protection!! It is deplorable that improvements to American roads is nearly always tied to the addition of general traffic lanes. Road-widening encourages driving, which hurts quality of life and economic land use, on top of overriding GHG mitigation
Visualize 2050 should analyze VMT, CO2, and GHG emissions, not just the tailpipe emissions of ozone precursors and particulate pollution. It should also consider that our electric grid will not be very clean in 2050 due to all the data center expansions in NoVA.
Estimating sources is one thing, actually taking action to reduce those sources is another. To date, I've seen little to none effort--this is still VERY much a car-centric region, for example.
Reducing vehicle delay is frequently used as a proxy to "improve" air quality, thereby justifying roadway expansions and vehicular capacity increases. I would strongly recommend this strategy be altered to account for the induced demand of additional capacity to demonstrate that it does NOT improve air quality in the long run, but actually worsens it.
The air quality analysis must take into account the increased automotive traffic induced by highway widening using tools like the RMI Shift Calculator and the NCST Induced Travel Calculator.
If you are measuring air quality, why is there ANY highway widening?? There should be a concentrated push to mass transit and an emphasis placed on ONLY transit, peds, bikes, etc. Let's accelerate the timing on transit improvement! It's too long to wait until 2045 for rail improvements in MD. Our air is suffering NOW. Remediation needs to be accelerated by ELIMINATING all highway widening projects.
SB681/HB836 must be passed and implemented for governance of this
No widening and no toll lanes on I-495 or I-270 in Maryland without a new and thorough environmental analysis (the one at present is flawed).

Unfortunately, i could not enlarge the picture to read the text it contained about Air Quality. That says how poorly that informstion was provided. So this effort to get my comment on your process to measure Air Quality was not efficient. Just inefficient. Maybe do better next time - make it BIGGER. 1/2 POINT TEXT IS NOT ACCEPTABLE.

The Maryland toll lanes projects will increase emissions and put us on a path away from our climate, equity, and business goals. A different kind of project needs to be proposed, not a P3 and not just a new lane/lanes for the wealthy. They should do truck lanes or bus lanes, preferably only one. The Op Lanes program is against the public interest in Maryland.

Bad

Why just ozone? What about the many other components of air pollution?

Who has reviewed the math modeling for this? More emissions lead to more disease for residents. CDC has health impacts from car emissions much more clearly laid out.

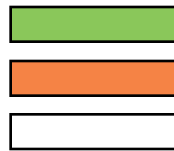
I believe that adding more toll lanes will just put more cars on the road in the short term at least a d increase pollution. Adding tool lanes is not a solution to our serious air pollution. We need more hybrids and EV's along with other transportaion options. More transit, safe bike Lanes etc.

VISUALIZE 2050

National Capital Region Transportation Plan

March 2024 Public Comment Opportunity

Participant Support for Projects Collected via MetroQuest Form



Exempt from Zero-Based Budgeting
 Non-Exempt from Zero-Based Budgeting
 New Project

TRANSIT PROJECTS BY STATE			
District of Columbia Transit Projects			
PROJECT	TOTAL RESPONSES	YES	NO
Benning Road Streetcar Expansion from Oklahoma Avenue NE to Benning Road Metro Station	193	181	12
Maryland Transit Projects			
PROJECT	TOTAL RESPONSES	YES	NO
MARC Service Improvements for Brunswick Line	127	126	1
MARC Service Improvements for Camden Line	179	173	6
MARC Service Improvements for Penn Line	177	175	2
MD 355 New BRT Expansion from East-West Highway (MD 410) to Clarksburg Road	228	193	35
New Hampshire Avenue New BRT Expansion from Coleville Park and Ride to Fort Totten Metro Station	200	187	13
New Purple Line Transitway: Bethesda to New Carrollton	251	237	14
North Bethesda Transitway New BRT Expansion from Montgomery Mall Transit Center to North Bethesda Metro Station	229	196	33
Randolph Road New BRT: from US 29 to Rockville Pike (MD 355)	186	171	15
Viers Mills Road New BRT Expansion from Montgomery College, Rockville to Wheaton Metro Station	194	179	15
Virginia Transit Projects			
PROJECT	TOTAL RESPONSES	YES	NO
Alexandria Passenger Rail Track Expansion	201	200	1
Broad Run Track Expansion	145	139	6
Crystal City Transitway Expansion from Crystal City Metro Station to Pentagon City Metro Station	199	195	4
DASH Service Expansion throughout the City of Alexandria	166	163	3

Duke Street Transitway New Bus Lane from King Street Metro to Fairfax County Line	128	125	3
Franconia to Occoquan Passenger Rail Track Expansion	163	159	4
Fredericksburg and Manasses VRE Lines Service Improvements	149	145	4
I-66 Multimodal Improvements (Inside the Beltway)	131	123	8
Landmark Transit Center New BRT at Duke Street and Van Dorn Street	161	159	2
New Long Bridge over the Potomac River	205	196	9
New Potomac Shores Commuter Rail Station	135	129	6
US 1 Metroway Enhancements: Glebe Road to Evans Lane	176	170	6
US 1 New BRT from Ft. Belvoir to Huntington Metro Station	163	156	7
VRE L'Enfant Station and Fourth Track Improvements	206	200	6
West End Transit Way New BRT from Van Dorn Street Metro Station to Pentagon Metro Station	159	158	1

ROADWAY PROJECTS BY STATE

Maryland Department of Transportation Projects on Interstate, Primary, or Secondary Roads

PROJECT	TOTAL RESPONSES	YES	NO
Annapolis Road (MD 450) Widening: Stonybrook Drive to West of Crain Highway (MD 3)	72	9	63
Branch Avenue (MD 5) Widening: US 301 (North Junction) to north of I-95/I-495	0	0	0
Buckeystown Pike (MD 85) Widening: English Muffin Way to north of Grove Road	83	20	63
Clopper Road (MD 117) from west of Game Preserve Road to I-270 Interchange Improvements	89	46	43
Frederick Freeway (US 15) Grade Separation at Biggs Ford Road and Widening: North of Biggs Ford Road to I-270	63	7	56
Georgia Avenue (MD 97) Widening: MD 390 to MD 192/Forest Glen Road	133	26	107

I-270 Express Toll Lanes Widening: I-270 Spur to I-370	516	57	459
I-495/I-270Y (West Spur) Express Toll Lanes Widening: American Legion Bridge (including the bridge) to I-270	525	56	469
I-70 Widening: Mt. Phillips Road to west of I-270	85	22	63
I-95/I-495 at Greenbelt Metro Station Interchange Improvements	93	51	42
Indian Head Highway (MD 210) at I-95/I-495 and MD 228 Interchange Improvements	70	30	40
Landover Road (MD 202) at Brightseat Road Intersection Improvements	65	27	38
Norbeck Road (MD 28) Widening: Georgia Avenue (MD 97) to Layhill Road (MD 182)	92	14	78
Pennsylvania Avenue (MD 4) Widening: I-95/I-495 to Woodyard Road (MD 223)	63	5	58
Randolph Road/Montrose Parkway Grade Separation from Rockville Pike (MD 355) to east of Parklawn Drive	100	53	47
Solomons Island Road (MD 2/4) Widening: north of Stoakley Road/Hospital Road to south of MD 765A just south of Parkers Creek	39	4	35
Maryland Secondary Road System Projects			
PROJECT	TOTAL RESPONSES	YES	NO
Collington Road (MD 197) Widening: Kenhill Drive to Annapolis Road (MD 450)	71	11	60
Goshen Road South Widening: South of Girard Street to 1,000 ft north of Warfield Road	84	14	70
Little Seneca Parkway Widening: Frederick Road (MD 355) to Observation Drive	79	13	66
New Dorsey Mill Road Bridge over I-270 from Century Boulevard to Milestone Center Drive	84	33	51
Observation Drive Extension: Waters Discovery Lane to Stringtown Road	159	44	115
Old Georgetown Road (MD 187) Extension: Georgetown Road (MD 187) to Nicholson Lane/Tilden Lane	166	33	133

District of Columbia Roadway Projects			
PROJECT	TOTAL RESPONSES	YES	NO
6th Street NW Capacity Reduction for New Bicycle Accommodations: Florida Avenue NW to Constitution Avenue NW	199	189	10
Alabama Avenue SE Capacity Reduction for Additional Pedestrian and Bicycle Accommodations: Bowen Road SE to Martin Luther King Jr Elementary School	167	154	13
Bladensburg Road NE Capacity Reduction for New Bicycle Accommodations: Eastern Avenue to Benning Road	179	168	11
Constitution Avenue Capacity Reduction for New Bicycle Accommodations: Louisiana Avenue NW to Pennsylvania Avenue NW	202	191	11
Dalecarlia Parkway NW Capacity Reduction for New Bicycle Accommodations: Loughboro Road to Westmoreland Circle	187	168	19
East Capitol Street Capacity Reduction for New Bicycle and Pedestrian Accommodations: 40th Street SE to Southern Avenue	176	163	13
Eastern Avenue NE Capacity Reduction for New Bicycle Accommodations: Whittier Street NW to New Hampshire Avenue NE	193	183	10
Georgia Avenue NW Capacity Reduction for New Bus Lanes: Eastern Avenue to Barry Place NW	207	193	14
Louisiana Avenue NW Capacity Reduction for New Bicycle Accommodations: Columbus Circle NE to Constitution Avenue NW	187	177	10
M Street NE Capacity Reduction for New Bicycle Accommodations: 1st Street NE to 1st Street NW	201	188	13
Maryland Avenue NE Capacity Reduction for New Bicycle/Pedestrian Accommodations: Bladensburg Road NE to Neal Street NE	188	174	14
Missouri Avenue NW (Eastbound) Capacity Reduction for New Bicycle Accommodations: 17th Street NW to 16th Street NW	194	181	13

MLK Jr. Avenue SE Capacity Reduction for Additional Pedestrian Accommodations: South Capitol Street SE to Upsal Street SE	160	149	11
Nebraska Avenue NW Capacity Reduction for New Bicycle Accommodations: New Mexico Avenue to Loughboro Road	187	175	12
Pennsylvania Avenue NW Capacity Reduction for New Bicycle Accommodations: 17th Street NW to 29th Street NW	210	201	9
Southern Avenue SE Northbound Capacity Reduction for New Bus/Bike Lane: South Capitol Street SE to Barnaby Road SE	162	147	15
Wheeler Road SE Capacity Reduction for Additional Pedestrian Accommodations: Alabama Avenue to Southern Avenue	161	150	11

Virginia Department of Transportation Projects on Federal Lands, Interstate, Primary, and Urban System Roads			
PROJECT	TOTAL RESPONSES	YES	NO
Belmont Ridge Road (VA 659) Widening: Leesburg Pike (VA 7) to Arcola Mills Drive (VA 659)	51	7	44
Billy Pierce Memorial Pike (VA 7) at Hillsboro Road (VA 690) Interchange Improvements	53	24	29
Chain Bridge Road (VA 123) Widening: Old Courthouse Road (VA 677) to Great Falls Street (VA 634)	98	10	88
Dulles Airport Access Road Widening: Dulles Airport to I-495	78	7	71
Dulles Toll Road (VA 267) Ramp Construction: New Boone Boulevard Extension at Ashgrove and Greensboro Drive at Tyco Road	70	16	54
Dulles Toll Road (VA 267) Ramp Widening: SB I-495 off Ramp 19A to Scotts Run Crossing	67	14	53
Dulles Toll Road Collector-Distributor Extension: Spring Hill Road to Leesburg Pike (VA 7)	120	21	99
East Elden Street (VA 606) Widening: Monroe Street to Fairfax County Parkway (VA 286)	57	7	50
Euclid Avenue Extension: Manassas Park High School to Centreville Road (VA 28) - (Removed from Project Summary Table because it is a Study)	84	13	71
Fairfax County Parkway (VA 286) Widening: Ox Road (VA 123) to Lee Highway (US 29)	60	7	53
Fairfax County Parkway (VA 286) Widening: Rugby Road to Sunrise Valley Drive	63	8	55
Fairfax County Parkway (VA 286) Widening: Sydenstricker Road (VA 640) to Ox Road (VA 123)	57	6	51
Farrington Avenue Extension: Van Dorn Street/Eisenhower Avenue to Edsall Road	132	23	109
I-495 Auxiliary Lanes: north of Heming Avenue underpass to Georgetown Pike (VA 193)	206	37	169
I-495 Express Lanes Truck Access: American Legion Bridge to I-95/I-395 Interchange	293	47	246

I-495 Express Toll Lane Ramps: at Dulles Connector Road and Dulles Toll Road – (Removed from Project Summary Table because it relates to the project below)	297	55	242
I-495 Express Toll Lanes Northern Extension (NEXT): South of Old Dominion Drive to American Legion Bridge	426	66	360
I-495 Southside Express Toll Lanes (SEL): Springfield Interchange to MD 210	379	48	331
I-95 Express Lanes Truck Access: Turkeycock Run to I-95/Route 17 Interchange	183	42	141
I-95 New Bi-Directional Operation Express Toll Lanes with Widening: Turkeycock Run to Optiz Boulevard	232	55	177
James Madison Highway (US 15) Overpass Widening: 1000 ft North of Railroad Tracks to Lee Highway (US 29)	52	5	47
Lee Highway (US 29) Widening: John Marshall Highway (US 55) to Pageland Lane	55	3	52
Lee Highway (US 29) Widening: Union Mill Road (VA 659) to Buckleys Gate Drive	58	4	54
Leesburg Pike (VA 7) Widening: Chain Bridge Road (VA 123) to I-495	100	13	87
Leesburg Pike (VA 7) Widening: Route 9 to West Market Street	59	9	50
Leesburg Pike (VA 7) Widening: Seven Corners to Bailey's Crossroads	93	9	84
Leesburg Pike Bypass (VA 7 Bypass) Widening: Dulles Greenway (VA 267) to East Market Street (VA 7/US 15 East)	60	8	52
Manassas National Battlefield Park Bypass Extension Roadway Closure (US 29) from Pageland Lane to Paddington Lane and Sudley Road (VA 234) from Battleview Parkway to Featherbed Lane Road Closures	94	24	70
Manassas National Battlefield Park Bypass Extension: US 29 at Pageland Lane to Bull Run Drive	93	12	81
New Manassas Bypass (VA 28): Sudley Road (VA 234) to Centreville Road (VA 28)	94	13	81
Nokesville Road (VA 28) Widening: Fauquier County Line to Fitzwater Drive (VA 652)	49	5	44

Ox Road (VA 123) Widening: US 1 to the Occoquan River	63	11	52
Ox Road (VA 123) Widening: Weatherly Way to Fairfax County Parkway (VA 286)	56	5	51
Prince William County Parkway (VA 294) Widening: Liberia Avenue (VA 776) to Hoadly Road (VA 642)	52	6	46
South Street Extension: University Drive to Chain Bridge Road	108	25	83
Tall Cedars Parkway Extension: US 50 to Air and Space Museum Parkway/VA 28	94	15	79
University Boulevard Widening: Wellington Road to Devlin Road	51	3	48
US 1 Widening: Annapolis Way to Telegraph Road	67	12	55
US 1 Widening: Dumfries Road (VA 234) to Cardinal Drive	62	10	52
US 1 Widening: Sherwood Hall Lane (VA 626) to Mt. Vernon Memorial Highway	78	8	70
US 1 Widening: Stafford County Line to Dumfries Road (VA 234)	59	8	51
US 15 Widening: Montresor Road (VA 661) to Battlefield Parkway	69	13	56
US 50 Widening: Eastern City Limit of Fairfax to Arlington County Line	89	10	79
Washington Street (VA 55) Widening: Lee Highway (US 29) to Fayette Street	52	3	49
Virginia Secondary Road System Projects			
PROJECT	TOTAL RESPONSES	YES	NO
Arcola Mills Drive (formerly VA 621) Widening: Stone Springs Boulevard to Loudoun County Parkway	50	4	46
Boone Boulevard Extension: Chain Bridge Road (VA 123) to Ashgrove Lane	138	23	115
Braddock Road (VA 620) Widening: Fairfax County Parkway (VA 286) to Ox Road (VA 123)	60	5	55
Braddock Road (VA 620) Widening: Gum Springs Road to Fairfax County Line	50	4	46

Catharpin Road (VA 676) Widening: Heathcote Boulevard to John Marshall Highway	50	3	47
Connor Drive Extension and Grade Separation: Euclid Avenue to Manassas Drive/Railroad Drive	92	12	80
Croson Lane (VA 645) Widening: Claiborne Parkway to Mooreview Parkway	53	6	47
Crosstrail Boulevard Extension: Sycolin Road (VA 625) to Dulles Greenway (VA 267)	102	15	87
Devlin Road (VA 621) Widening: Linton Hall Road to Wellington Road	48	5	43
Dulles West Boulevard Extension: Arcola Boulevard to Northstar Drive	90	13	77
Fairbrook Drive Extension: Herndon Parkway to Spring Street	95	12	83
Frontier Drive (VA 2677) Extension: Franconia-Springfield Transportation Center to Loisdale Road (VA 789)	135	22	113
Frying Pan Road (VA 608) Widening: Sulley Road (VA 288) to Centrevillow Road (VA 657)	61	7	54
Graham Park Road Capacity Reduction for New Bicycle Accommodations: Old Triangle Road to Purvis Drive	124	114	10
Greensboro Drive west Extension: Spring Hill Road to Tyco Road	123	27	96
Hooes Road (VA 636) Widening: Fairfax County Parkway (VA 286) to Silverbrook Road (VA 600)	60	6	54
Liberia Avenue Widening: VA 28 to Richmond Avenue	51	5	46
Lockridge Road West Extension: Prentice Drive to Waxpool Road	85	12	73
New Seven Corners Ring Road (VA 7): Arlington Boulevard (US 50) to Leesburg Pike (VA 7)	148	42	106
North Fort Myer Drive Reconstruction: North Nash Street to north Fairfax Drive	82	52	30
Northstar Boulevard Widening: Tall Cedars Parkway to Braddock Road (VA 620)	51	4	47
Old Ox Road (VA 606) Widening: Shaw Road to Rock Hill Road	58	5	53

Pageland Road (VA 704) Widening: Sudley Road (VA 234) to Lee Highway (US 29)	52	3	49
Potomac Avenue Capacity Reduction for New Bus Lane: Potomac Avenue to Arlington/Alexandria Line	171	158	13
Prentice Drive Extension: Loudoun Station Drive to Lockridge Road (VA 789)	78	11	67
Reston Parkway (VA 602) Widening: Dulles Toll Road to South Lakes Drive	65	8	57
Rippon Boulevard Widening: West of Wigeon Way to Rippon VRE Station	61	9	52
Rock Hill Road Overpass Extension: Sunrise Valley Drive to Innovation Avenue (VA 209)	105	26	79
Rolling Road (VA 638) Widening: DeLong Drive to Virginia Drive	62	7	55
Rolling Road (VA 638) Widening: Viola Street to Old Keene Mill Road (VA 644)	59	4	55
Rollins Ford Road Extension: Wellington Road to Linton Hall Road	100	14	86
Russell Branch Parkway Extension: Belmont Ridge Road (VA 659) to Tournament Drive	101	16	85
Shellhorn Road (VA 643) Extension: Loudoun County Parkway (VA 606) to Moran Road (VA 634)	82	13	69
Shirely Gate Road (VA 655) Extension: Fairfax County Parkway (VA 286) to Braddock Road (VA 620)	114	23	91
Soapstone Drive Overpass Extension: Sunrise Valley Drive to Sunset Hills Road	105	22	83
Summit School Road Extension: Telegraph Road to existing terminus of Summit School Road	110	16	94
Sycolin Road (VA 643) Widening: Loudoun Center Place to Crosstrails Boulevard	57	11	46
Telegraph Road (VA 611) Widening: Franconia Road (VA 644) to Leaf Road North	75	7	68
Telegraph Road Widening: Prince William Parkway (VA 294) to Caton Hall Road	57	9	48
Town Center Parkway Extension: Sunrise Valley Drive to Sunset Hills Road	110	20	90
Van Buren Road (VA 627) Extension: Dumfries Road (VA 234) to Cardinal Drive (VA 610)	118	17	101

Van Dorn Street (VA 613) at Franconia Road (VA 644) Interchange Improvements	70	32	38
Wellington Road (VA 674) Widening: Rixlew Lane (VA 668) to University Boulevard	52	4	48
Westwind Drive Extension: Loudoun County Parkway to Old Ox Road (VA 606)	91	13	78
Williamson Boulevard Extension: Sudley Manor Drive to Portsmouth Road	85	9	76

VISUALIZE 2050

National Capital Region Transportation Plan

March 2024 Public Comment Opportunity

Comments from Individuals via MetroQuest on Multimodal Access & Capacity Change Projects

New/Extended Roadways

HOV/Hot/Express Lanes

Transit

Capacity Reduction

PROJECT	COMMENT
6th Street NW Capacity Reduction for New Bicycle Accommodations: Florida Avenue NW to Constitution Avenue NW	support bicycle accommodations.
	2026 is too late for this project. We need these bike lanes sooner.
	More Bike lanes
	Would be nice, but I'd say not the highest priority for the bike network. 9th St and NJ Ave are both nearby. More east-west infrastructure is what's needed most!
	The less lanes for cars in DC, the better traffic will be in DC.
	Yeay, more bike lanes!
	This bicycle project is essential to support the region's safety, equity, and climate goals.
	Support, but it would be better to be 3 lanes at all times. Peak/off peak lanes are a suburban thing. The ones we have in DC are all very dangerous.
Alabama Avenue SE Capacity Reduction for Additional Pedestrian and Bicycle Accommodations: Bowen Road SE to Martin Luther King Jr Elementary School	Safe cycling infrastructure should be available to everyone so that it is reasonable to bike instead of driving, reducing emissions.
	support pedestrian and bicycle accommodations.
	Yes more room for people and bikes! This will definitely help out in the goals of vision zero.
	This road is in dire need of a road diet or other pedestrian/cycling safety infrastructure to protect drivers, pedestrians, and cyclists alike.
	This roadway passes parks, schools, a library, and a number of parks. The roadway requires a major road diet to slow autos and protect pedestrians and cyclists. My home is a few blocks from Alabama Ave SE and families are affraid to walk to the library because drivers are so aggressive.
	Yeay, more bike lanes!
	The low number of checkmarks that TPB gives this project for meeting regional goals does not reflect how well this implements TPB priority strategies and meets various goals. TPB staff need to develop an alternative evaluation system. DDOT should also review and revise its project form responses.
	The bike lanes will need to be fully protected
Alexandria Passenger Rail Track Expansion	Yes especially because this is both bike AND pedestrian infrastructure.
	Everyone in the city deserves walkable and bikeable neighborhoods, which reduce local air pollution.
	What actually fixes traffic? Trains!
	We need to invest more in passenger rail!!
	Passenger rail is needed for us to achieve vision zero.
Thank you for prioritizing public transit and providing people alternatives to driving. This keeps our streets less congested, our air less polluted and moves people around the area the most efficient.	
This commentary seems to be purposely difficult. (What a mass of bubbles!) Why not allow us to also do searches so we can go straight to the project we are most vested in?	

	Yeay, more transit!
	Should have happened years ago
	Transit improvements like this are how you get people out of single-occupancy vehicles and reduce VMT.
	BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.
	Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality.
Benning Road Streetcar Expansion from Oklahoma Avenue NE to Benning Road Metro Station	Expanding the operations of Virginia commuter rail is key to meeting climate goals and reducing emissions.
	What actually fixes traffic? Trains!
	Ugh... its sort of a sunk cost at this point
	The streetcar in DC is very underutilized and I would love it to be more functional
	An extension of the streetcar would be extremely beneficial for the communities it serves, although it must be built with it's own dedicated streetcar/bus only lanes to avoid traffic.
	When this is done make sure to provide dedicated right of way so streetcars dont get stuck in traffic
	Streetcar expansion with dedicated right of way makes access better and more efficient than cars, improving air quality
	Expanding this will hopefully improve ridership and lower the amount of local traffic
	Adding street cars is absolutely wonderful! They will provide more flexibility and are great for tourists!
	No
	A vital plan for transit, racial, and historical equity for this area!
	And an extension to Georgetown as well, please.
	Streetcar should be designed to minimize interference from traffic and include high quality station design, with pre-board fare collection. Service should be designed to support transit-oriented development, with high capacity guarded/automated bike parking at stations and development of protected bike lanes feeding to the stations along major access/egress routes, plus investments in more walkable neighborhoods within 1 mile of stations.
	DDOT needs to review and revise its project form responses.
	Yes, and there should be dedicated transit lanes.
	Why so little info on the website? There's tons and tons of publicly released info about this project on DDOT's site.
	This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency.
BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.	
The Sierra Club DC Chapter has long supported the Benning Road Streetcar Expansion project, as originally conceived, but are concerned that the project appears to be proceeding with the roadway improvements for cars, without the Streetcar extension or safety improvements for pedestrians and cyclists. We urge funding so DDOT can procure contracts for all elements of the project.	
This is an equity issue, and refusing to make this a reality is disgusting. Make this come to fruition.	

	Complete the streetcar network to allow better transit access on the city's east side and make the H street/Benning corridor safer and less polluted.
Bladensburg Road NE Capacity Reduction for New Bicycle Accommodations: Eastern Avenue to Benning Road	CRUCIAL to residents east of the river and will help reduce traffic
	support bicycle accommodations.
	Fewer cars!
	Yes but more
	All bike lanes should be fully protected, not just paint
	Yes to more bike lanes!
	This is (currently) another dangerous road for cyclists and pedestrians. Drivers often drive at a high rate of speed, and frequently double park which blocks vehicles and cyclists and forces them into even tighter moving lanes together. It creates a hazard for everyone. New cycling lanes would be a great step toward improved traffic flow and reduced traffic violence.
	Yeay, more bike lanes!
	Very little info. These bike lanes will need to be fully protected to be safe here.
	This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency.
	Safe cycling infrastructure should be available to everyone so that it is reasonable to bike instead of driving, reducing emissions.
Boone Boulevard Extension: Chain Bridge Road (VA 123) to Ashgrove Lane	Makes Tyson's more desirable for TOD.
	We have the silverline coming through here. This would be a perfect place to add pedestrian, bicycle, or other transit. Instead, we're yet again proposing more roads in an area that's already served by enough lanes. Enough to induced demand, let's actually think differently in this.
	This interchange was a nightmare driving to/from UMD College Park
	tyson is already a hellish landscape for pedestrians. Arent we adding housing and trying to make this more walkable for people? widening already huge roadways will detract from that greater goal.
	There has been some basic level of movement trying to bring walkability into this area. Widening here moves things the wrong way.
	Induced deman is not what we need in tysons
	Extended lanes will not achieve vision zero.
	Adding more car lanes does NOT solve traffic, but rather creates more induced demand. This will only clog up more air in the Tysons area and make the area less walkable and bike-friendly. Prioritize BRT, trams, streetcars and alternatives to driving for people to get around!
	Further widening this already expansive highway within the Tysons and McLean area would undermine investments in the Silver Line and a transit-oriented, walkable Tysons. How can this possibly meet air quality goals when we are trying to encourage the success of Silver Line Metro?
	Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	Every dollar put into getting cars to move faster through our neighborhoods is a dollar used to add more pollution (air AND tire; tires are a large portion of microplastics) to the environment, as well as carbon emissions.

	We shouldn't encourage driving next to a Metro station
	Ensure that road is limited to two vehicle lanes, with ped and bike accommodations.
	Tyson's needs a better road network and alternatives to Route 7
	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
	Increasing lanes is not the future we need for tysons
	I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.
	we do not need a highway interchange at a metro station. to even consider such a travesty makes a mockery of state and county air quality, road safety and climate goals
	Replace general lanes with HOT and/or bike lanes! Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.
	Wider roads are wider barriers for communities and businesses that cross them.
	Lane additions move and intensify traffic bottlenecks instead of solving them.
Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation.	
Broad Run Track Expansion	VRE should go west to Front Royal.
	Support commuter track expansion
	What actually fixes traffic? Trains!
	So far no good way to get to this area via rail. Will help ease congestion on 28 (especially southbound after manassas in the evening, huge jam happens there)
	This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency.
	Transit improvements like this are how you get people out of single-occupancy vehicles and reduce VMT.
	BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.
	This line should go to Haymarket
	Commuter rail should be a key component in our transportation plan to reduce pollution. Trains are an incredibly efficient form of transportation and produce many times less pollution than private automobiles.
	Expanding the operations of Virginia commuter rail is key to meeting climate goals.
Expanded railroad maintenance and storage is essential for expanded VRE service.	
Less roads, more transit please	

Connor Drive Extension and Grade Separation: Euclid Avenue to Manassas Drive/Railroad Drive	Creates alternatives to Manassas Dr
	Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.
	Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality.
Constitution Avenue Capacity Reduction for New Bicycle Accommodations: Louisiana Avenue NW to Pennsylvania Avenue NW	This project would expand the local street grid and improve access to the Manassas Park VRE station and town center. It would also alleviate the at-grade road crossing of the railroad tracks along Manassas Drive.
	support bicycle accommodations.
	More bike lanes
	Such a small reduction. Surely you can go farther
	Will bicycle riders adhere to the same guidelines that apply to cars? If going in and out around cars and running red lights stop with this project
	We need all the bike lanes we can get.
	strongly support, there isn't a good through lane for bikes and Constitution is dangerous with too many lanes
	As a resident who lives on Constitution Ave NE, I am excited about the possibilities for improving bike access on Constitution Ave. I ride my bike often on this road, and frequently see other bike riders using it as well. But it is dangerous because we are forced the ride in traffic lanes among drivers who are not paying attention to cyclists because they are either looking for parking or trying to navigate around illegally stopped vehicles and food trucks.
	Yeay, more bike lanes!
	This is crucial for attainment of safety, equity, and climate goals.
	This road is dangerous and far too wide. It should at most have two lanes each way.
	Utterly insufficient. 5 Lanes is insanely wide. Reduce it to 2 lanes.
	Should also include connection to mall and addition of bike lane on Madison and/or Jefferson
Crosstrail Boulevard Extension: Sycolin Road (VA 625) to Dulles Greenway (VA 267)	Safe cycling infrastructure should be available to everyone so that it is reasonable to bike instead of driving, reducing emissions.
	Less roads, more transit please
	All of this demand needs to be redirected to the metro
	Extensions will not work and will fail
	The aim of widening this road is to facilitate more housing development, which citizens broadly oppose. New development should be near Metro.
	Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	This is an unnecessary sprawl-inducing project that should be immediately canceled.
	Yes, more transit please

Crystal City Transitway Expansion from Crystal City Metro Station to Pentagon City Mero Station	This is so important!!
	Yes to adding more locations for BRT. It should be expanded to as far as we can go!
	Studies show the most efficient people mover is subway systems. Look to the future: cars planning is the past. We want mass transit, wider well-maintained bike paths that are protected from automobiles, walking paths that can be used both productively (errands) and for mental and physical fitness.
	Yeay, more transit!
	Love it, this is how you convince people to take transit rather than drive.
	BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.
	This project lacks protected bike lanes and support should be withheld until those are constructed
	More effective bus lines feeding transit is an important component of mode shift from cars to transit, which reduces emissions.
Dalecarlia Parkway NW Capacity Reduction for New Bicycle Accommodations: Loughboro Road to Westmoreland Circle	Reduction in number of lanes is one of the best ways to improve safety for bicyclists and pedestrians. It often has little impact on traffic and instead reduces speed to safer levels.
	Parkway should be kept as is. The hilly nature of this road is not best suited for bikes, particularly with the capital crescent trail not too far away. There is also plenty of space for a separate bike path to parallel this road, although may take some ROW acquisition from the Delacarla reservoir.
	support bicycle accomodations
	This is super super hilly. Will not be a good biking environment.
	Too much capacity right now. Extra lanes to be used by pedestrians for exercise and commuting is a win
	Yes to more bike lanes
	Yeay, more bike lanes!
	This change does NOT reduce capacity as the name suggests. Change the name to a positive
DASH Service Expansion throughout the City of Alexandria	Safe cycling infrastructure should be available to everyone so that it is reasonable to bike instead of driving, reducing emissions.
	One of relatively few projects that actually enhance multimodal access throughout the region. We need more of projects like this, and fewer highway and lane additions for this plan.
	DASH is a record-breaking bus system. It is free and shows the value of investing in transit. It moves lots of people without adding to traffic gridlock
	Like more frequency? Yes please
	Absolutely necessary to improve transit services. We need faster service.
	Thank you. Please continue to improve public transit and giving people more options than driving to get around. This increases economic mobility for our area, reduces car congestion, keeps our air cleaner and city safer.
	Yes
	Yes, more transit! And free!
Transit improvements like this are how you get people out of single-occupancy vehicles and reduce VMT.	

	BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.
	Depends on distribution of bus service and consideration on reliability metrics rather than ridership alone for route success. Consultation in design matters for new bus routes
	I use the DASH bus on a daily basis and heavily support expansion.
	Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality.
Duke Street Transitway New Bus Lane from King Street Metro to Fairfax County Line	Duke Street is a horror show of high speed traffic mixed with people. Anything you can do to slow it down and get people onto buses is a plus.
	Yes!!! More transit please
	Don't be afraid to repurpose an existing travel lane.
	Need to have as much dedicated busway lanes as possible
	Yes, this will be great for giving alternatives to driving.
	Faster service means better for the people!
	Thank you. Please continue to improve public transit and giving people more options than driving to get around. This increases economic mobility for our area, reduces car congestion, keeps our air cleaner and city safer.
	Transit improvements like this are how you get people out of single-occupancy vehicles and reduce VMT.
	BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.
	No widening of Duke Street. I support conversion of an existing lane into a bus/bike lane.
Dulles Toll Road Collector-Distributor Extension: Spring Hill Road to Leesburg Pike (VA 7)	bus lanes make it possible to travel efficiently in a low-emissions manner.
	Tysons is moving at a snails pace towards achieving the multimodal goals laid out in the 2010 comp plan. Widening roads doesn't help.
	Extra toll roads are unnecessary for this already expensive area.
	More Metro, less road
	Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	There are a lot of road expansion projects going on. How are they going to help a reduction in pollutants? We know road expansions induce more road traffic, which leads to more pollution.
	Reallocate project resources to improving neighborhood street grids that support the walkable urban vision for Tysons rather than widening the Toll Road.
This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.	

	<p>Replace general traffic lanes with HOT! Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.</p> <p>Wider roads are wider barriers for communities and businesses that cross them.</p> <p>Lane additions move and intensify traffic bottlenecks instead of solving them.</p> <p>Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation.</p>
<p>Dulles West Boulevard Extension: Arcola Boulevard to Northstar Drive</p>	<p>Less roads, more transit please</p> <p>Bike lane bike lane bike lane bike lane. Yes improve that massive bump but still, we NEED bike lanes there</p> <p>No way. MDOT is focusing on the symptoms versus the root causes. Infrastructure projects trying to stimulate tax \$\$ with over building. Maryland is not business friendly and we should begin to solve this root problem. We are facing an unhealthy reliance on residential developers which creates congestion. Widening 495/270 and adding tolls will not resolve the traffic problems. Virginia has destroyed the equity and environment with their transport projects.</p> <p>Extensions for roadways are NOT vision 0. This county and Northern Virginia in general should be focused on creating more ways to get public transportation in the picture. We are so congested enough as it is, adding more induced demand only makes it worse and adds to more pollution!</p> <p>Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.</p> <p>This is an unnecessary sprawl-inducing project that should be immediately canceled.</p> <p>This railway crossing is extremely dangerous!</p> <p>This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.</p> <p>This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.</p> <p>This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.</p> <p>This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.</p>
	<p>OK. Support pedestrian and bicycle accommodations</p>

East Capitol Street Capacity Reduction for New Bicycle and Pedestrian Accommodations: 40th Street SE to Southern Avenue	Why not 3?
	Please make bike lanes protected, or at least inside of parking.
	Yes! More room for people and bikes!
	Yes
	We need more biking infrastructure in Wards 7 and 8. East Capitol is like a racetrack. Road narrowing will create a safer area for cyclists and pedestrians.
	Yeay, more bike lanes!
	Yes – pedestrian infrastructure here is way too inadequate for the huge demand
	Everyone in the city deserves walkable and bikeable neighborhoods, which reduce local air pollution.
Eastern Avenue NE Capacity Reduction for New Bicycle Accommodations: Whittier Street NW to New Hampshire Avenue NE	ABSOLUTELY! So needed to improve cycling access to more people
	support bicycle accommodations.
	General comment on bus lanes. I believe a BRT with dedicated lanes will increase ridership and reduce traffic. I don't believe in bus lanes for bus lanes' sake. They tend to turn into ride share drop off, illegal parking and illegal passing lanes while reducing vehicle capacity on the main lanes. If there is no dedicated plan for improving bus service to the point where people actually want to take it like BRT, then it's just capacity reduction with no substitute.
	Yes to more bike lanes! It is necessary for safety, health, and economy! Also achieves vision zero more importantly.
	As a homeowner on eastern Ave NW, Eastern Ave desperately needs a road diet, and speed reducing features added. Motorists consistently speed and run stop signs and make being a pedestrian or biker dangerous.
	Yeay, more bike lanes!
	Do not call it a 'capacity reduction'. You are asking for opposition with a name like that
	The low number of checkmarks that TPB gives this project for meeting regional goals does not reflect how well this implements TPB priority strategies and meets various other important goals like Safety. TPB staff need to develop an alternative evaluation system. DDOT should also review and revise its project form responses.
Euclid Avenue Extension: Manassas Park High School to Centreville Road (VA 28)	It seems, to me, that we must lessen the road capacity and increase safe, walking and biking in all heavily traveled areas. Also, increase safe, easily accessible transit that is clean energy efficient and affordable for the average working person, so that we can get away from reliance on fossil fuels and gas powered vehicles.
	Safe cycling infrastructure should be available to everyone so that it is reasonable to bike instead of driving, reducing emissions.
	Less roads, more transit please
	Too many environmental issues
Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.	
I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.	
Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality.	

	This project would greatly enhance the local street grid and provide much needed safe active mobility parallel to Centreville Road (Route 28),
Fairbrook Drive Extension: Herndon Parkway to Spring Street	Why are so many road extensions in this plan. We need to say enough to induced demand, and actually seriously provide multimodal BRT, bicycle, and pedestrian support in regions around DC. Let's rethink these, and say enough to induced demand. It's time to change our directions and take the data we have on streetscape design seriously.
	Less roads, more transit please
	This proposal would be catastrophic for the existing green space along Sugarland run.
	Expanding lanes is a disaster for the economy and a disaster in terms of traffic. The amount of times I have seen lanes expanded only for them to quickly be filled with MORE traffic is dreadful and illustrates a massive waste of money in expanding lanes. We should pause these kinds of lane expansions and a give a green light to other methods of transportation. Bikes, trains, buses would do to benefit with expansions for them.
	Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
	This area is a mess. Having this connection will help achieve a more multimodal environment.
Farrington Avenue Extension: Van Dorn Street/Eisenhower Avenue to Edsall Road	Adding additional lanes does not reduce traffic
	We don't need more roads to induce more demand on our streets. Let's connect through things like DSIM, not through yet more avenue / lane building.
	No. No no no. Enough with the fantasy that we can pave away traffic congestion. It is a silly waste of money
	The 495 is a travesty that blights northern virginia. It should NOT be reinforced with supplier roads. Once demand is created or induced, it cannot be undone. Every person who will drive on this road, who is not driving on it now, is likely someone who will consider a mode shift if the opportunity is presented. Give them new roads, however, and they will use them.
	A common rush hour artery that needs an improvement as soon as we can add one.
	Needs bike Lanes!!! Cannot get to Metro by bike so shouldn't be expanding for cars which take much more space in a parking lot
	Extra lanes will fail our vision zero prospects.
	Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	Road expansion induces more driving which is bad for pollution. Create more transit.
	Project needs to be limited to two vehicle lanes, in addition to pedestrian, bicycle and transit facilities. A 4-lane arterial would undermine the walkable urban vision of the Eisenhower West plan.
This project will extend a dead end street with no benefit for public use	

	<p>Replace general traffic lanes with HOT! Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.</p> <p>Wider roads are wider barriers for communities and businesses that cross them.</p> <p>Lane additions move and intensify traffic bottlenecks instead of solving them.</p> <p>Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation.</p>
<p>Franconia to Occoquan Passenger Rail Track Expansion</p>	<p>What actually fixes traffic? Trains!</p> <p>Yes more metro and rail!</p> <p>Rail expansion, especially electrified rail, reduces emissions from cars and tires</p> <p>Imperative that the area has better metro access. Will ease congestion on 286/123 and associated roads (Lorton, Hooes, Silverbrook, etc).</p> <p>Yes this will aid in public transportation for vision zero! Need more of these.</p> <p>Thank you. Please continue to improve public transit and giving people more options than driving to get around. This increases economic mobility for our area, reduces car congestion, keeps our air cleaner and city safer.</p> <p>This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency.</p> <p>Transit improvements like this are how you get people out of single-occupancy vehicles and reduce VMT.</p> <p>BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.</p>
<p>Fredericksburg and Manassas VRE Lines Service Improvements</p>	<p>The VRE needs to go out to Front Royal. The railroad exists. The commuters exist.</p> <p>What actually fixes traffic? Trains!</p> <p>Crucial for the success of Manassas!</p> <p>Area experiences some of the worst traffic in northern va. Will ease congestion on 66, 28, 95, 612, etc.</p> <p>YES! Great idea to add more lines for the VRE, we need more accessible methods of transit if our region is to achieve Vision Zero!</p> <p>We need more reverse commute options. Washington DC has a very high reverse commute rate. Currently, there is only one VRE leaving DC to Manassas, and it leaves at 6:30 AM. More options would also benefit the Manassas airport.</p> <p>This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency.</p> <p>Transit improvements like this are how you get people out of single-occupancy vehicles and reduce VMT.</p> <p>BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.</p> <p>VRE needs to run clockface timetables all day long, their current peak hour only service model is broken</p> <p>VRE service improvement is desperately needed to reduce VMT and increase air quality in the national capital region.</p>

	Expanding the operations of Virginia commuter rail is key to meeting climate goals.
<p>Frontier Drive (VA 2677) Extension: Franconia-Springfield Transportation Center to Loisdale Road (VA 789)</p>	VRE would be more viable if it moved people faster than 30 MPH.
	Adding additional lanes does not reduce traffic
	Quit building four lane stroads! They are proven highly dangerous to pedestrians...AND to motorists. At least redesign this for one travel lane in each direction and a left turn lane in the middle. Use the extra space for buses.
	Less roads, more transit please
	No. Extend, perhaps, but with only two vehicle travel lanes. There is not sufficient demand for this, and even if there is, it does not justify this. Instead, it demands incremental approaches.
	Stop building and expanding roads
	I don't see the point of this, it seems like there's already a connection via Spring Mall Rd?
	Induced demand will mean lane expansion will never work
	Please maintain bike paths
	Franconia is not in need of more lanes thank you very much. What Franconia needs is more safety and public transportation. Too close to DC to NOT have enough public transportation options.
	Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	Road expansion induces more driving which is bad for pollution. Create more transit.
	Proposed design is oversized, encouraging high vehicle volumes and speeds, and would undermine the walkable, transit-oriented development character envisioned in the area. Project needs to be redesigned with fewer vehicle lanes and then resubmitted.
	Why build another four lane road in Fairfax County when so many have been built and then road dieted down to 2 lanes?
	No, I don't support widening roads for cars to go faster and pollute more. Yes, the separated bike path should be built and that's it.
	Replace general lanes with HOT and/or bike lanes! Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.
	Wider roads are wider barriers for communities and businesses that cross them.
	Lane additions move and intensify traffic bottlenecks instead of solving them.
	Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation.
<p>Georgia Avenue NW Capacity Reduction for New Bus Lanes: Eastern Avenue to Barry Place NW</p>	Georgia Ave is one of the most dangerous corridors in DC, and also hosts some of the most crucial & busiest bus routes in DC. This capacity reduction to prioritize transit is crucial, and might help make the corridor feel much more walkable and livable than it does today.
	Speeding up the 70 bus should be a priority - it is one of the most heavily used bus lines in DC, or the area more generally. Yes to exclusive bus lane.
	support new bus (and BRT) lanes

	Georgia ave needs protected bike lanes and more frequent buses in protected and strongly enforced bus lanes. Traffic laws without physical infrastructure and barriers forcing compliance don't work in DC.
	Most important bus lane project in the city.
	Bus lanes INCRRASE capacity. Scrub car-centric language from planning policy documents by 2050
	This is a great project that will provide much better service to this critical bus corridor and reduce congestion by reducing vehicle capacity.
	Yes absolutely, we need more public transportation options and those options require just as much efficiency as possible in order for the consumers to use them for convenience and for them to not get stuck in traffic.
	This is another dangerous road for cyclists and pedestrians. Reducing vehicle traffic and improving bike infrastructure would be great!
	Yeay, more bike lanes!
	Dedicated bus lanes must take priority over single occupancy vehicles
	The 2 for 8 checkmarks that TPB gives this project for meeting regional goals does not reflect how this implements TPB priority strategies and meets various other goals. TPB staff need to develop an alternative evaluation system. DDOT should also review and revise its project form responses.
	Yes, but make them REAL bus lanes. Georgia Ave is an extremely valuable bus corridor. Buses deserve to actually be allowed a clear path, and not have to share the road with drivers who are using the lane illegally, like in most of DC.
	This would fill a significant transit gap in a populous part of the city that doesn't have a ton of metro access. Providing reliable, fast bus service would reduce emissions and get more people out of cars.
	This needs to be done, and ten years ago. Development along Georgia Avenue requires faster and more reliable bus service that moves people quickly without cars.
	Safe cycling infrastructure should be available to everyone so that it is reasonable to bike instead of driving, reducing emissions.
Graham Park Road Capacity Reduction for New Bicycle Accommodations: Old Triangle Road to Purvis Drive	support bicycle accommodations.
	Love reducing vehicle capacity and increasing bike accomodations! Yes! Good for climate, good for traffic.
	Build a bicycle network, please. Tourists have money and love bicycling
	You mean reducing the number of cars lanes, right? If so i wholeheartedly support. If you meant reducing bike lanes, then I'm against
	Car reduction in favor of cycling increases air quality by limiting emissions from cars as well as particulate matter from car tires
	imperative for cyclist safety and reduces speeding.
	Yes absolutely! This will help to achieve vision zero more quickly and brings more health and safety to Northern Virginia residents!
	Yeay, more bike lanes!
	The low number of checkmarks that TPB gives this project for meeting regional goals (esp. when TPB just separately recommended it for TAP funding) does not reflect how well this implements TPB priority strategies and meets various other goals. TPB staff need to develop an alternative evaluation system. Prince William Co. should also review and revise the project form responses as needed.
	Rebalancing ROW and prioritizing active transportation is key to modal shift. It also improves safety by reducing vehicle speeds.

	<p>This project to reallocate excess road capacity for active mobility sounds like a no-brainer that should have been completed long ago, but PWC has overly focused on widening roads.</p>
<p>Greensboro Drive west Extension: Spring Hill Road to Tyco Road</p>	<p>Why are so many road extensions in this plan. We need to say enough to induced demand, and actually seriously provide multimodal BRT, bicycle, and pedestrian support in regions around DC. Let's rethink these, and say enough to induced demand. It's time to change our directions and take the data we have on streetscape design seriously.</p>
	<p>This seems like a good plan but I am concerned that the road extension will displace housing within the area to be extended. Also construction projects in general will cause delays and congestion which could take years to complete.</p>
	<p>This is one of the few areas in Tysons that is somewhat walkable/bikeable. With a decent sidewalk, and even a bike lane on Greensboro.</p>
	<p>It leads in to the walkable Boro mixed-use development which is attached to the Greensboro metro station.</p>
	<p>It is one of the few places in Tysons moving towards multimodal access and widening the road to encourage more cars would move things in the opposite direction.</p>
	<p>Tysons needs to be more walkable!! No more road widening!!</p>
	<p>Greensboro should be made to walkable not drivable</p>
	<p>Adding more lanes will only achieve a waste of taxpayer money and will certainly not achieve vision 0</p>
	<p>Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.</p>
	<p>This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.</p>
	<p>Tysons needs a more robust road network and this would support transit oriented development</p>
	<p>Less lanes</p>
	<p>Replace general lanes with HOT and/or bike lanes! Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.</p>
<p>Wider roads are wider barriers for communities and businesses that cross them.</p>	
<p>Lane additions move and intensify traffic bottlenecks instead of solving them.</p>	
<p>Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation.</p>	
<p>I-270 Express Toll Lanes Widening: I-270 Spur to I-370</p>	<p>Widening highways does not reduce traffic</p>
	<p>I am strongly against widening any part of 270. I live in Rockville and this will only increase the number of people who use the highway, not reduce traffic as desired. It will have unquestionable negative effects on the area.</p>
	<p>Just toll the lanes that are already there.</p>

The project would be extremely destructive and ineffective – harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. MDOT failed to examine more effective alternatives that begin with transit-oriented development in Prince George’s and eastern Montgomery to address the E-W jobs imbalance, along with transit, demand management, pricing and incentives.

I do not support any of these Toll Lane projects. Expanding highways has several problems: induced demand increases sprawl (fuels emissions and encourages driving), it's inequitable (owning a car costs at least \$10k a year, whereas transit is a much cheaper solution), only people who pay high tolls get a speedy ride -- everyone else is still stuck in traffic.

NO!! Very destructive with little/no benefits. **STRONGLY OPPOSE**

How can you claim this enhances access, transit, or reduces greenhouse gases? We need more multimodal development, and this project is a gigantic waste of limited funds to prioritize those who can afford toll lanes on an already very large interstate.

The project would be extremely destructive and ineffective – harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. MDOT failed to examine more effective alternatives that begin with transit-oriented development in Prince George’s and eastern Montgomery to address the E-W jobs imbalance, along with transit, demand management, pricing and incentives.

Will destroy much needed natural environment of any kind

This project is opposed by thousands of people who have been researching it for over 6 years and know it will make commutes slower for most drivers. The MTA already approved peak tolls of over \$5/mile, plus annual escalation based on CPI change as well as fixed factors. The toll lanes will be a private highway for the very wealthy, and other drivers will be left behind in the reduced number of general lanes with the dangerous trucks. Focus on MARC expansion instead- for the environment & future!

Express toll lanes primarily encourage more car traffic and add more pollution.

NO TOLLS. Just expand 270.

I worry a widening will just induce more demand. Alternatives to driving would be more effective.

Fix the onramps, merge and flow first. It is an engineering disaster.

Consider improving metro and MARC train access instead

This is a terrible idea, the highway is already insanely wide. Adding more lanes will only induce more demand and more congestion. The highways are already so large and road repairs are so costly. Do not widen 270!

A ridiculous concept. Address the inevitable bottleneck from Gaithersburg past Frederick

MARC service expansion and improvement must be the FIRST project for addressing I270 congestion. Expanding MARC also aligns with improved air quality. Widening roads does not. I also don't want Virginia tolls in Maryland and I don't want Maryland roads to look like Virginia roads!

I dont want a high toll road or for the state to take any family homes!!

too costly, environmental harm, unfair, and won't solve the problem

Lexus/HOT lanes are grossly inequitable. They can only be regularly used by the wealthiest motorists. The idea is wrong and should be abandoned.

It will worsen congestion, especially for those who cannot afford the tolls, increase inequity, and cause enormous environmental harm. There are much better ways to lessen congestion that don't cause these problems.

Toll lanes require congestion in the general use lanes in order to make income. The goal should be reducing # of cars, and possibly reversible rush hour NON-Toll.
Already we have 12 lanes. Adding four more will widen the footprint to something unacceptable to the communities along 270. More noise, more runoff with rains, more air pollution.
Lane widening induces demand and will not solve the traffic problems. It also will damage the environment and increase pollution.
it'll make more noise, environmental damage, won't help with traffic
These lanes are inequitable and environmentally unsound.
This project was approved by the Maryland Department of Transportation using a seriously flawed study. It would not be very effective in improving traffic flow and would have negative environmental consequences.
I oppose this project. No further expenditure of public money is needed to establish that any fiscally viable toll lane plan would require exorbitant tolls upwards of \$50, resulting in WORSE congestion for the vast majority, increased inequity, taxpayer jeopardy, and significant environmental harm.
I don't believe this is an appropriate or fair use of taxpayer dollars and it won't really help regional transportation problems.
I live adjacent to I270. Expansion of the roadway will greatly reduce the value of my house. Also, the WFH transition reduces the need for this project.
This is a bad idea all around. I live right around here and highly object to this proposal which will just make congestion worse while wasting our money.
This will not ease the congestion, it is just an income garnering activity.
This toll lane proposal makes no sense. Toll lanes don't work to relieve congestion, they just force more people into fewer lanes and create Lexus Lanes for the rich. We need smarter solutions, like two way lanes that switch during rush hour. Why have 4 of 6 lanes idle for half of the day? And taxpayers don't want to foot the bill for this either. Plus, this development happening right by downtown Rockville is crazy. Please do not do this. Take the time to research and solicit better ideas
The project is too expensive, will interfere with the quality of life near the road and almost certainly not solve the congestion problem. As "The Power Broker" taught, building more roadway does not solve congestion. The new lanes quickly fill. Getting in from Virginia there are horrible backups where the toll roads empty into normal lanes.
Expanding the highway is an ecological disaster. After the hottest year in history last year - ANY increase in blacktop is highly dangerous. We cannot ignore what this does to our climate! Toll lanes are essentially unfair and actually INCREASE congestion for 'non-paying', ie normal, drivers. These express lanes are a disaster in the making.
I wish to put funding to improve public transportation in that area.
No
reject the toll lanes with their \$50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm
Toll lanes DO NOT relieve congestion and are not equitable. Additional lanes are needed from Clarksburg to Frederick in both directions. Give taxpayers infrastructure which we have paid for.
Toll Lanes just make traffic worse. What we really need is an outer beltway.
this is such a boondoggle--widening 270 will do nothing to ease traffic problems, which largely have to do with development far north of this area that has been approved and built where 270 decreases to two lanes -- we need mass transit options... private-public partnerships with toll lanes has not worked in other places in the DMV... stop the madness

No
Making these reversible rather than toll lanes would help more people and be more inclusive
As a long-time resident of Rockville, I strongly oppose the widening of I-270.
I am against adding Toll Lanes because of their negative environmental and equity impacts. Please do not add more highway lanes!!!
I strongly oppose this.
Opposed
I strongly oppose this project.
Cancel funding for the toll lanes and allocate those precious resources for transit and other critical transportation needs across the State.
I don't support . Put in more public transport options instead
Adding toll lanes makes traffic worse and discriminates against class.
invest in train infrastructure
Desperately seeking alternatives forms of transportation, this does not provide that.
This project will create more air and noise pollution and traffic congestion. I do NOT support this.
The expansion will destroy neighborhoods for many years.
No. No. No. only wealthy people will benefit. This is devastating to air quality and quality of life for existing populations
Toll lanes only make money for the toll administrator. Traffic is not eased except for a wealthy few. In exchange, more traffic comes along with pollution and environmental damage.
All evidence points to road widening projects' failure to reduce congestion. Therefore, each of these projects will likely increase congestion, and will definitely increase greenhouse gas emissions. Please do not approve this or other road widening projects in this plan.
I'm against the I-270 express toll lanes and widening project
The road is already overcrowded and this would exacerbate that issue.
Tolls are not helpful
I am strongly opposed to toll express lanes - they are only for the wealthy
The project would be extremely destructive and ineffective – harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. MDOT failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit, demand management, pricing and incentives.
Pleasereject the toll lanes with their \$50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm.
No tolls on 270! I oppose this plan.
No

	Toll lanes are an outdated solution.
	This project comes with real harms to people and the environment, and MDOT and FHWA ignored important aspects of that harm while reviewing the project
	Much harm and little benefit. And the small benefit will be temporary. The harm will not.
	no one who lives here wants this pointless cashgrab
	Does not support local community. Supports rampant growth in Montgomery county. Need to look at options for upcounty access to VA (bridge) More money for metro and less for roads
	No to three toll lane projects on I-495 and I-270! This will make a mess out of the connecting roads into Rockville, and 270 up to this point is already 12 lanes wide. Make a deal with CSX to add a rail from Frederick MD into Silver Spring.
	Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	HOT lanes are inequitable. Also, toll roads suck. And road expansions induce more demand. Create more transit instead.
	HOT lanes are inequitable. Also, toll roads suck. And road expansions induce more demand. Create more transit instead.
	This project should not be included in the plan. It would harm neighborhoods, parks, streams, tree cover. It would work against meeting regional climate goals. A HOTTER lanes alternatives should be considered that would toll some or all existing lanes and use revenue to incentivize ridesharing and transit and improve last mile walk/cycle/paratransit service alternatives to driving. Transit oriented development should be part of alternatives considered to this project.
	This project should consist to re-assigning *existing* lanes for Toll / HOV usage. Widening the highway even further is anti-thetical to TPB objectives.
	Widening 270 will only lead to more congestion (see numerous studies on induced demand). Focus on train, transit, for expanded capacity
	Adding lanes will just invite more traffic. I am opposed to express toll lanes - they are expensive and, as implemented in Virginia, just make the original highway more confusing and difficult to drive on.
	Remove this project and replace with study of alternatives like HOTTER lanes (High-Occupancy Transit & Tolls with incentives on Existing Rights-of-Way) and transit-oriented land use that better address needs and regional goals. The project would be destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls.
	Express lanes will encourage carpooling, support express bus service, and give people more options.

	<p>This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.</p>
	<p>I do not support this. We need to stop widening roads and highways to reduce DC/MD congestion, as all evidence points to the fact that widening roads just increases more traffic over time, and sadly postpones what's needed: reducing VMT (vehicles miles traveled) on MD roads, while increasing transit.</p>
	<p>Highly inequitable, environmentally damaging, ineffective project that will only exacerbate the notorious northern bottleneck. The toll lanes will leave the free lanes more congested than they are now and expose environmental justice populations near I-370 and beyond to greatly increased amounts of air pollution.</p>
	<p>Tolls support the wealthy increasing inequality, worsen congestion for the majority, provide taxpayer jeopardy, and bring enormous environmental harm. Please do not move forward with this antiquated way of dealing with population growth and support other studies.</p>
	<p>This will do nothing to alleviate traffic congestion. We have seen repeatedly that this will simply attract more development and more traffic. What we need are more mass transit options!</p>
	<p>The project would be extremely destructive and ineffective – harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. MDOT failed to examine more effective alternatives that begin with transit-oriented development in Prince George’s and eastern Montgomery to address the E-W jobs imbalance, along with transit, demand management, pricing and incentives.</p>
	<p>Widening I-270 harms the environment. Further, research clearly demonstrates that the widening of interstates does not alleviate congestion, but actually increases car usage. We do not need more cars. We need more public transit.</p>
	<p>Will not work to reduce congestion, tolls will cost too much</p>
	<p>We need to prioritize transit funds to mass transit and not Lexus Lanes</p>
	<p>Induced demand means that once widened, this spur will incent more cars to use it and it will eventually become congested, making the expenditure worthless.</p>
	<p>What you need to do is change the traffic pattern so that cars that want to get to 370 and the 200 and those that want to get to 270 don't have to cross each other. That was such a dumb idea.</p>
	<p>Also, getting rid of the local lanes (i.e. make them part of the regular highway) might improve traffic already enough.</p>
	<p>I don't approve of HOV toll lanes. I do approve of dedicated bus transit lanes without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.</p>
	<p>Project needs to extend past 370 north into Frederick County.</p>
	<p>Highway widening is the very last thing we should be doing. Personal vehicle use is the largest polluter in terms of air quality. We should be focusing on expanded transit like more metro rail, weekend and expanded marc brunswick service, and bus rapid transit.</p>
	<p>First of all, the throttle point on I-270 is at Frederick, not between Rockville and Gaithersburg. Secondly, it would be vastly more impactful to focus on expanding use (including modernization) of existing rail services along this corridor. Toll lanes, in addition to further impeding traffic flow and creating additional equity challenges, still encourage more private vehicle use in spaces that have such volume that transit makes more sense.</p>

TPB Board Resolution R19-2021 required consideration of multiple scenarios, especially for greenhouse gas (GHG) reduction and zero-based budgeting. This project did NOT consider alternatives that would have reduced GHG such as expansion of the MARC Brunswick line and implementation of BRT on MD 355, both of which run parallel to I-270. MDOT's plan would destroy significant tree canopy, would be inequitable because of the high tolls, would pollute our waterways and not reduce congestion.

Also,

Widening I-270 will not reduce congestion and will adversely affect the sensitive watershed areas in this area. Toll lanes are for the privileged few who have expendable income and will spend to save 2 minutes of their commute. The project is poorly conceived and designed and will do absolutely nothing to improve transportation along this corridor because it will just make bottlenecks elsewhere.

Experience in Virginia shows that this approach does not reduce traffic. MDOT failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery counties.

My backyard is directly adjacent to 270 (Old Farm neighborhood - near Montrose Road exit) and any widening of the road would devastate my neighborhood (e.g., significant increase in noise, cutting down trees, etc) and we would need to move despite having two young children. I strongly oppose this project in any form and will fight toll lanes on 270 as it directly impacts my family.

This would only increase the number of cars on the road, and therefore congestion, noise, and pollution. There's plenty of data showing that adding more lanes of traffic induces demand and therefore increases traffic.

Transportation funds should be put towards public transit, bicycle, and walking infrastructure.

I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.

Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality.

Project likely to increase VMT in region and will not improve traffic flow meaningfully. Project doesn't include any public transit improvements yet argues it will somehow improve transit in area. Project should be dropped and replaced with implementing BRT in region or other transit options such as a WMATA Metrorail extension or new MARC service.

It's a misallocation of resources to create luxury lanes for wealthy people when the rest of us sit stuck in traffic. Nobody I know would pay the proposed toll fees.

MDOT needs to consider alternatives like HOTTER lanes that don't require widening the highway and that don't keep people stuck in congestion in the general purpose lanes.

You're just adding lanes. That empirically harms safety, access, traffic flow, and undermines local+state environmental goals.

More lanes encourages unsafe driving.

Wider roads are wider barriers for communities and businesses that cross them.

Lane additions move and intensify traffic bottlenecks instead of solving them.

Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation.

Replace general traffic lanes with HOT! Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.
Wider roads are wider barriers for communities and businesses that cross them.
Lane additions move and intensify traffic bottlenecks instead of solving them.
Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation.
More transit options, a dedicated bus lane for increased two-way service between Frederick and the Metro. No tolls.
NO LEXUS LANES INCREASING INCOME INEQUALITY TO PROVIDE THE WEALTHY A WAY TO AVOID THE TRAFFIC WE ALL MUST DEAL WITH. OPEN LANES FOR ALL TO USE WITH CLIMATE EFFECTS MITIGATION REQUIRED.
Implement the following for any lane additions! https://www.youtube.com/watch?v=Qbv_dtwTGDo
No, no toll lanes are needed here. The on-ramp mitigation work has been successful, as have the extra lanes between 28 and Falls Road
I am opposed to I-270 Express Lanes Widening I-270, because it is trying to solve traffic gridlock, without providing a modern Transit system promised for decades and not delivered to upcounty residents. FLASH BRT 355 North is still another promise on paper.
Will add more cars, more pollution, more traffic congestion. Does not improve mass transit options.
Project will have a substantially negative impact on our community and isn't a solution to traffic congestion. It is a half-baked attempt to solve a problem for which there are many more thoughtful and thorough solutions, such as expansion of Metro and MARC service, telework incentives, staggered work hours, smart growth around major transit hubs providing housing that service workers can afford and more accessible affordable, reliable and viable alternatives to single occupancy use.
The toll lanes won't provide any traffic relief for anyone but the very few who would afford their exorbitant tolls, which is another inequity that would enlarge the gap between haves and have-nots. The construction will also be a big inconvenience for the area and add a lot more carbon and debris to the environment. Also, the heavy traffic is only for a few hours out of the 24 of the day, and is caused by drivers' poor driving skills and the inadequate inbound and exit ramps and signaling.
Rockville is already a city bisected by I-270. The highway is already very wide and the Innovative Congestion Management Project reduced congestion on lower I-270 substantially and the toll lanes, according to NEPA documents, are not an improvement on congestion more than the beneficial effects of the Innovative Congestion Management being seen already, even long term!
There are far more effective ways of handling rush hour congestion on I-270, as documented repeatedly since the ill-conceived plan was first introduced by the Hogan Administration years ago.
What is needed is better public transit options, not more Highway lanes for the rich.
AGAINST!! ...remove toll lanes & widening planned for I-495 and I-270 in Montgomery & PG Counties
It will degrade air quality, encourage traffic, and cut down trees we need to clean air and reduce noise. WIDENING ROADS DOES NOT WORK TO DECREASE CONGESTION!
Adding additional lanes does not reduce traffic

I-495 Auxiliary Lanes:
north of Heming Avenue
underpass to
Georgetown Pike (VA
193)

Just toll the lanes that are already there.
Oppose all expansions of I-495 and I-270
How can you claim this enhances access, transit, or reduces greenhouse gases? We need more multimodal development, and this project is a gigantic waste of limited funds to prioritize those who can afford toll lanes on an already very large interstate.
How about a bridge for some rail
More car lanes won't help traffic
This is a terrible idea, the highway is already insanely wide. Adding more lanes will only induce more demand and more congestion. The highways are already so large and road repairs are so costly. Do not widen the highway!
Road is already relatively new and adding more lanes is proven to increase travel times, area already has a lot of drivers darting access road and more lanes will only exacerbate the issue. Also the area where the actual traffic jam starts (I-495 inner loop at chain bridge rd) is already under development, every stretch before that doesn't tend to have traffic jammed up.
Please reject the toll lanes with their \$50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm
This will not ease the congestion, it is just an income garnering activity.
This project should prioritize enhancing safe access for pedestrians and cyclists.
Multiple lanes on the interstate is horrible.
No
Adding even one lane will induce demand for road infrastructure, causing even more particulate matter pollution.
Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
HOT lanes are inequitable. Also, toll roads suck. And road expansions induce more demand. Create more transit instead.
Widening already wide roads exacerbates congestion, air pollution, etc.
Just one more lane, bro, I promise this time it'll work
This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will wake fewer people drive.
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	<p>This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.</p>
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	<p>I approve of replacing an aging bridge, but don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.</p>
	<p>Highway widening is the very last thing we should be doing. Personal vehicle use is the largest polluter in terms of air quality. We should be focusing on expanded transit like more metro rail, weekend and expanded marc brunswick service, and bus rapid transit.</p>
	<p>One more lane bro, that will definitely fix it. Why do we have such stupid engineers?</p>
	<p>Widening roads for cars does not reduce pollution-it makes it worse!!!</p>
	<p>I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.</p>
	<p>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality.</p>
	<p>Stop advancing plans for single occupancy vehicles. We don't need the induced traffic or environmental effects.</p>
	<p>You're just adding lanes. That empirically harms safety, access, traffic flow, and undermines local+state environmental goals.</p> <p>More lanes encourages unsafe driving.</p> <p>Wider roads are wider barriers for communities and businesses that cross them.</p> <p>Lane additions move and intensify traffic bottlenecks instead of solving them.</p> <p>Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation.</p>
<p>I-495 Express Lanes Truck Access: American Legion Bridge to I-95/I- 395 Interchange</p>	<p>OPPOSE widening of I-495 and adding lanes</p> <p>HOV lanes have very limited impact. HOV studies show that the lanes have limited to no effectiveness in modifying transportation levels, addressing multimodal practices, or reducing congestion. HOV lanes have largely failed, and should not be in this plan.</p> <p>I believe it would be abused by truck drivers and minimize the effectiveness of the EZ-pass lanes and raise prices for the commuters like myself that use the EZ-pass lanes regularly at all times.</p> <p>Route all truck traffic via 270 to MD 200 to 95 to Wilson bridge. Truck toll the the East beltway, and prohibit truck traffic along the American Legion, Point of Rocks crossing, and Brunswick crossings -- 95 to the East, 81 to the West, DC closed in-between across the rivers without a new dedicated truck bridge in MoCo/Fairfax.</p>

	<p>This is a terrible idea, the highway is already insanely wide. Adding more lanes will only induce more demand and more congestion. The highways are already so large and road repairs are so costly. Do not widen the highway!</p>
	<p>Express lanes should have a CDL requirement. There is a difference between professional truckers and people renting a U-Haul. We should attempt to keep heavy through traffic separated but if the point is for these to be expressed we should only permit professional drivers.</p>
	<p>This will not ease the congestion, it is just an income garnering activity.</p>
	<p>Keep trucks away from small cars.</p>
	<p>No</p>
	<p>I don't support this project.</p>
	<p>Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.</p>
	<p>HOT lanes are inequitable. Also, toll roads suck. And road expansions induce more demand. Create more transit instead.</p>
	<p>Why would I want trucks in the express lane?</p>
	<p>Need to make sure trucks do not slow down the express lanes</p>
	<p>This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will wake fewer people drive.</p>
	<p>We need to prioritize transit funds to mass transit and not Lexus Lanes</p>
	<p>Highway widening is the very last thing we should be doing. Personal vehicle use is the largest polluter in terms of air quality. We should be focusing on expanded transit like more metro rail, weekend and expanded marc brunswick service, and bus rapid transit.</p>
	<p>I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.</p>
	<p>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality.</p>
	<p>Stop advancing plans for single occupancy vehicles. We don't need the induced traffic or environmental effects.</p>
	<p>Replace general traffic lanes with HOT. Not supported if this project involves road-widening</p>
	<p>I am opposed to the total destruction of the Historic African American Moses Tabernaical Cemetery off Seven Locks Road by this Express Lane development. I-495 was built down the middle of this cemetery in mid 1950s, now to have this new widening of I-495 would be another injustice heaped on injustice.</p>
	<p>No tolls for the ALB! Even though you have clear cut a swathe of trees, do not add toll lanes into Maryland</p>
	<p>Remove toll lanes</p>

	AGAINST!! ...remove toll lanes & widening planned for I-495 and I-270 in Montgomery & PG Counties! Consider adding alternate routes to cross the river.
I-495 Express Toll Lane Ramps: at Dulles Connector Road and Dulles Toll Road	Oppose adding express toll lane ramps on I-495
	How can you claim this enhances access, transit, or reduces greenhouse gases? We need more multimodal development, and this project is a gigantic waste of limited funds to prioritize those who can afford toll lanes on an already very large interstate.
	This is a terrible idea, the highway is already insanely wide. Adding more lanes will only induce more demand and more congestion. The highways are already so large and road repairs are so costly. Do not widen the highway!
	A threat to Thomas Creek and cabin John Creek and Rock creek.
	This will not ease the congestion, it is just an income garnering activity.
	opposed
	Adding toll lanes makes traffic worse and discriminates against class.
	We don't need more pollution and erosion of our neighborhood quality of life. There is no evidence this helps congestion (it has not in Virginia)
	The road is already overcrowded and this would exacerbate that issue.
	No
	Club of MarylaThis project comes with real harms to people and the environment, and MDOT and FHWA ignored important aspects of that harm while reviewing the project.
	Much harm and little benefit. And the small benefit will be temporary. The harm will not.
	I don't support this project.
	HOT lanes are inequitable. Also, toll roads suck. And road expansions induce more demand. Create more transit instead.
	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will wake fewer people drive.
	HOT lanes are not helping our region reduce VMT
We need to prioritize transit funds to mass transit and not Lexus Lanes that harm communities and the environment	
Toll lanes just make more room for cars and make it more complicated for everyone else to get around. I want safe bike lanes and better buses and metro access.	
Highway widening is the very last thing we should be doing. Personal vehicle use is the largest polluter in terms of air quality. We should be focusing on expanded transit like more metro rail, weekend and expanded marc brunswick service, and bus rapid transit.	

	I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.
	Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality.
	Stop advancing plans for single occupancy vehicles. We don't need the induced traffic or environmental effects.
	The amount of environmental disruption would be horrendous. And there has been very little discussion about mass transit. This is transportation for the wealthy.
	No. All our taxes built Dulles and added public transit to it. Do not add selective tolls to get there
	Will add more cars, more pollution, more traffic congestion. Does not improve mass transit options.
	no
	Adding lanes does not reduce traffic
	Need BRT or rail between Bethesda and Tysons.
	Just toll the lanes that are already there.
I-495 Express Toll Lanes Northern Extension (NEXT): South of Old Dominion Drive to American Legion Bridge	The project would be extremely destructive and ineffective – harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. MDOT failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit, demand management, pricing and incentives. 2 managed lanes in each direction
	Please remove Toll Lanes from Viz 2050. We need equitable solutions (BRT, TOD) that encourage less driving and therefore fewer emissions.
	I do not support any of these Toll Lane projects. Expanding highways has several problems: induced demand increases sprawl (fuels emissions and encourages driving), it's inequitable (owning a car costs at least \$10k a year, whereas transit is a much cheaper solution), only people who pay high tolls get a speedy ride -- everyone else is still stuck in traffic.
	Oppose adding express toll lanes on I-495
	How can you claim this enhances access, transit, or reduces greenhouse gases? We need more multimodal development, and this project is a gigantic waste of limited funds to prioritize those who can afford toll lanes on an already very large interstate.
	Toll lanes slow down traffic. I personally believe that it is just a grab for more revenue. I think dedicated bus lanes would make better sense, especially if the concern is for air quality and lower emissions. An electric bus fleet would be a better option.
	Absolutely needed for the region to commute with reasonable travel times.
	No new toll lanes. Just fix the G/W interchange and expand the AL Bridge.
	If new toll lanes are being implemented, they should replace existing travel lanes, expansion should be focused on transit options.
	While this is better than nothing, the only change that will actually solve traffic at this bridge is mass transit. Multiple BRT lines, and extend the purple line to Tyson's.
	This is a terrible idea, the highway is already insanely wide. Adding more lanes will only induce more demand and more congestion. The highways are already so large and road repairs are so costly. Do not widen the highway!
	Too costly, environmental harm, won't solve the problem, and not fair to all people.

Too much impact in communities. There are at least ten schools within 1/2 mile of the course of the proposed road and some of the schools are less than 1/4 mile. The decreased air quality and increased noise will be damaging.
I don't believe this is an appropriate or fair use of taxpayer dollars and it won't help regional transportation issues.
Do not do this project/very poorly thought out, detrimental to the residents & environment.
Terrible idea for the community and the environment. Look for better options please ! Do not widen 495 or 270!
Please reject the toll lanes with their \$50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm.
This will not ease the congestion, it is just an income garnering activity.
The project is too expensive, will interfere with the quality of life near the road and almost certainly not solve the congestion problem. As "The Power Broker" taught, building more roadway does not solve congestion. The new lanes quickly fill. Getting in from Virginia there are horrible backups where the toll roads empty into normal lanes.
No
No
reject the toll lanes with their \$50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm
No
Toll Lanes make traffic worse. Why are we making the existing choke points worse? There is only one bridge. We need an outer beltway with a new bridge over the Potomac.
VDOT's outrageously expensive toll lanes only help state gather some revenue but don't help any traffic. Pure tax and spend scheme.
I do not support this project.
No
Adding toll lanes makes traffic worse and discriminates against class.
We need other alternatives to road expansions. Road expansions increase pollution and do not solve transportation issues.
All evidence points to road widening projects' failure to reduce congestion. Therefore, each of these projects will likely increase congestion, and will definitely increase greenhouse gas emissions. Please do not approve this or other road widening projects in this plan.
The road is already overcrowded and this would exacerbate that issue.
Express lanes do not help with traffic and encourage speeding.
I am strongly opposed to express toll lanes - they only benefit the wealthy
Please reject the toll lanes with their \$50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm.
The ALB has become the main street for the DMV. Can there be a reliable circulator bus/ rail that connects Tysons/McLean with Bethesda Chevy Chase? I have to take public transportation to the center of DC in order to get to Bethesda. Also, I hope the grades for the bike lanes across the ALB are modest, and that the bike lanes are integrated into a NoVA/Montgomery- county bike network.

	No
	This project comes with real harms to people and the environment, and MDOT and FHWA ignored important aspects of that harm while reviewing the project
	Much harm and little benefit. And the small benefit will be temporary. The harm will not.
	I don't support this project.
	no
	Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	This road must not get widened. I live two blocks off of Pennsylvania Ave SE in DC. This county traffic then proceeds into DC, making our roads dangerous and impacting air quality. People need to use transit.
	HOT lanes are inequitable. Also, toll roads suck. And road expansions induce more demand. Create more transit instead.
	No more highway widening. See Katy highway in Houston for lessons on what NOT to do
	Widening leads to induced demand. More cars=more emissions, more microplastics from their tires, more pollution, more money funneled away from projects that could improve the environment and lives of the neighborhoods around these highways.
	Strongly support - this stretch of the Beltway is extremely congested. Express lanes will support carpooling, express bus service, and provide an option for those who need to get places more quickly and are willing to pay (use some of the toll revenue to support new express bus service)
	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
	Tolls support the wealthy increasing inequality, worsen congestion for the majority, provide taxpayer jeopardy, and bring enormous environmental harm. Please do not move forward with this antiquated way of dealing with population growth and support other studies.
	How about investigating an outer beltway to keep cars that are moving through the area away from the close in suburbs?
	We shouldn't be expanding highways at this critical climate juncture. We need to be focused on modal shift - HOT lanes are not the solution.
	We need to prioritize transit funds to mass transit and not Lexus Lanes
Because induced demand means these toll lanes will become congested eventually, it is better to spend money on projects giving people alternatives to single occupancy cars, such as transit, safer bike infrastructure etc...	
I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.	

	<p>Highway widening is the very last thing we should be doing. Personal vehicle use is the largest polluter in terms of air quality. We should be focusing on expanded transit like more metro rail, weekend and expanded marc brunswick service, and bus rapid transit.</p>
	<p>Toll lanes benefit the few who can afford it.</p>
	<p>Transpooration funds should be put towards public transit, walking and biking infrastructure.</p>
	<p>I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.</p>
	<p>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality.</p>
	<p>Stop advancing plans for single occupancy vehicles. We don't need the induced traffic or environmental effects.</p>
	<p>Unless paired with plans to add/expand BRT, this is not likely to improve transit in the region or reduce congestion.</p>
	<p>Replace general traffic lanes with HOT! Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.</p>
	<p>Wider roads are wider barriers for communities and businesses that cross them.</p>
	<p>Lane additions move and intensify traffic bottlenecks instead of solving them.</p>
	<p>Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation.</p>
	<p>Express toll lanes do not solve our transit or air quality problems.</p>
	<p>Add lanes to the bridge but NO TOLL LANES! NO LEXUS LANES INCREASING INCOME INEQUALITY TO PROVIDE THE WEALTHY A WAY TO AVOID THE TRAFFIC WE ALL MUST DEAL WITH. OPEN LANES FOR ALL TO USE WITH CLIMATE EFFECTS MITIGATION REQUIRED.</p>
	<p>Implement the following for any lane additions! https://www.youtube.com/watch?v=Qbv_dtwTGDo</p>
	<p>I am opposed to I-495 Express Toll Lanes Northern Expansion, because the American Legion Bridge may need to be repaired. Just not an unnecessary expansion that would be paid for by Maryland tax payers.</p>
	<p>No. Stop choking our national capitol with roads owned and monitored by non-US interests</p>
	<p>Will add more cars, more pollution, more traffic congestion. Does not improve mass transit options.</p>
	<p>I oppose the toll lane approach to traffic congestion, for reasons I feel like I've been citing for a very, very long time.</p>
	<p>Besides the futility of adding more Lanes to highways due to induced demand, the issue is one of equity. Most people will not be able to afford the tolls which will solely benefit the rich. The rest of us will be stuck in even worse traffic</p>
	<p>AGAINST!! ...remove toll lanes & widening planned for I-495 and I-270 in Montgomery & PG Counties!</p>
<p>I-495 Southside Express Toll Lanes (SEL):</p>	<p>Widening highways does not reduce traffic</p> <p>The Beltway is already far too wide. To the extent that we can slow people down, emissions will go down and mortality/morbidity will go down.</p>

Springfield Interchange
to MD 210

Just toll the lanes that are already there.
Oppose I-495 express toll lanes
How can you claim this enhances access, transit, or reduces greenhouse gases? We need more multimodal development, and this project is a gigantic waste of limited funds to prioritize those who can afford toll lanes on an already very large interstate.
VDOT failed to seriously examine other alternatives, starting with a project purpose to extend the Express Lanes. VDOT's plan creates a bottleneck in Maryland and builds HOT lanes in the space on the bridge reserved for future rail, likely blocking future conversion.
"just one more lane, bro..." seriously, adding traffic lanes just creates more traffic
The fact that this is being proposed seriously challenges the legitimacy of the standards for emissions we rely on. The MOVES4 model fails to account for the significant induced demand created by "express" lanes. This will only be compounded by the growth in NoVa, which must be reliant on intermodal transit, and by the TWO additional general purpose lanes. The risk this poses to progress made by NoVa is unmistakable.
Make them bus lanes instead
Absolutely! This would help start to make a dent in the WW bridge traffic with this enhancement.
Oppose.
I don't want Virginia tolls in Maryland and I don't want Maryland roads to look like Virginia roads!
Toll lanes require congestion in the general use lanes in order to make income. Wilson Bridge should have Metro. The goal should be reducing # of cars, and possibly reversible rush hour NON-Toll.
more noise, environmental degradation, won't solve traffic problem
I don't believe this is an appropriate or fair use of taxpayer dollars and it won't help with regional transportation issues.
No, for the same reasons I expressed re the toll lanes on I 270 to I 370 and the toll lanes near the I 270 West Spur split to 495 to the American Legion Bridge.
Please reject the toll lanes with their \$50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm
Need more bicycle pedestrian overpass/underpass. A large portion of this traffic is people attempting to commute from the Mount Vernon area to Alexandria or from Kingstown to Eisenhower/Lanconia. Rose Hill has no easy way to cross. Removing vehicular traffic from people in the Springfield area commuting to Alexandria would severely alleviate traffic issues.
This will not ease the congestion, it is just an income garnering activity.
This toll lane proposal makes no sense. Toll lanes don't work to relieve congestion, they just force more people into fewer lanes and create Lexus Lanes for the rich. We need smarter solutions, like two way lanes that switch during rush hour. And taxpayers don't want to foot the bill for this either. Please do not do this. Take the time to research and solicit better ideas
The project is too expensive, will interfere with the quality of life near the road and almost certainly not solve the congestion problem. As "The Power Broker" taught, building more roadway does not solve congestion. The new lanes quickly fill. Getting in from Virginia there are horrible backups where the toll roads empty into normal lanes.
reject the toll lanes with their \$50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm

	Toll Lanes are not the answer.
	I am against adding Toll Lanes because of their negative environmental and equity impacts. Please do not add more highway lanes!!!
	Strongly oppose.
	Cancel funding for the toll lanes and allocate those precious resources for transit and other critical transportation needs.
	invest in more sustainable infrastructure. we dont need more cars
	Need alternate forms of transportation. This will divert funds necessary to meet that need.
	No
	I'm against this project
	No more extra toll lanes. Disastrous for the average consumer.
	I support transit use along this corridor and hope that transit can establish its own ROW here (heavy rail preferably).
	VDOT failed to seriously examine other alternatives, starting with a project purpose to extend the Express Lanes. VDOT's plan creates a bottleneck in Maryland and builds HOT lanes in the space on the bridge reserved for future rail, likely blocking future conversion. Adding express lanes does not provide additional "travel choices", as VDOT claims. Rather, it is the same travel choice provided since the inception of the bridge: Being forced to drive or be driven in a car/motor vehicle.
	No
	Toll lanes are an outdated solution.
	Club of Maryland This project comes with real harms to people and the environment, and MDOT and FHWA ignored important aspects of that harm while reviewing the project
	Much harm and little benefit. And the small benefit will be temporary. The harm will not.
	I don't support this project.
	does not support long distance travel, only local development, which is maxed out
	NO to three toll lane projects on I-495 and I-270. The Willson Bridge lanes were included for mass transit, not Toll lanes.
	Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	HOT lanes are inequitable. Also, toll roads suck. And road expansions induce more demand. Create more transit instead.
	Remove this project and replace with study of alternatives like HOTTER lanes (High-Occupancy Transit & Tolls with incentives on Existing Rights-of-Way) and transit-oriented land use that better address the corridor needs and regional goals. VDOT failed to examine other alternatives, beginning with a project purpose to extend the Express Lanes. VDOT's plan creates a bottleneck in MD and builds HOT lanes in the space on the bridge reserved for future rail, without explaining future conversion.
	Express lanes provide a great option for carpools and express buses, and those who need to get to places on-time

	<p>This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.</p>
	<p>I do not support this. We need to stop widening roads and highways to reduce DC/MD/VA congestion, as all evidence points to the fact that widening roads just increases more traffic over time, and sadly postpones what's needed: reducing VMT (vehicles miles traveled) on MD roads, while increasing transit.</p>
	<p>Tolls support the wealthy increasing inequality, worsen congestion for the majority, provide taxpayer jeopardy, and bring enormous environmental harm. Please do not move forward with this antiquated way of dealing with population growth and support other studies.</p>
	<p>VDOT failed to seriously examine any alternatives to extending its private toll lanes. VDOT's plan would move VA's bottleneck to Maryland, impose toll lanes on a population that doesn't want them (see the Prince George's County Council's letter to Sec. Wiedefeld, opposing the Southside Project) and build HOT lanes in the space on the bridge reserved for future rail, functionally blocking any future conversion.</p>
	<p>In addition to being opposed to toll lanes in general, I have to wonder where the funding will come from. I strongly believe that this will benefit the private "partner" and leave taxpayers on the hook for the cost.</p>
	<p>Community has deep reservations around VDOT's plan to build privately controlled HOT lanes in the right-of-way reserved for future Metrorail. Assurances that this wouldn't preclude WMATA's plans are too vague.</p>
	<p>We do not need widened highways. Research clearly demonstrates that widening highways leads to more car usage, which negatively impacts the environment. Car emissions are one of the main sources of green house gases in the country. We need more expansive public transit. This expansion could prevent future rail from being built on the Woodrow Wilson bridge, which is a mistake.</p>
	<p>Need to prioritize funds toward mass transit - not for Lexus Lanes</p>
	<p>Highway widening is the very last thing we should be doing. Personal vehicle use is the largest polluter in terms of air quality. We should be focusing on expanded transit like more metro rail, weekend and expanded marc brunswick service, and bus rapid transit.</p>
	<p>Toll lanes generally do not improve traffic flow and are unduly costly at the point of service, punishing all parties involved. They also continue to contribute to greater emissions per vehicle through their disruption of traffic flow and needlessly expand impermeable heat-island surface area at the expense of other land uses</p>
	<p>This project will add congestion near my home and increase traffic as more lanes have always resulted in more traffic. As a beltway commuter, I can assure your agency that the existing lanes do not help. It will also make it more difficult to add transit to the Wilson Bridge. Please put this outdated idea back on the shelf. How will we meet our climate goals with traffic inducing projects?</p>
	<p>This project violates TPB Board Resolution R19-2021 which required consideration of multiple scenarios, especially for GHG reduction. VDOT's purpose & need statement "extend & provide continuity of express lanes system" is biased and eliminated consideration of GHG-reducing alternatives such as more transit,, greater use of TDM and TOD. Adding lanes doesn't reduce congestion because of induced demand. Implementation across Woodrow Wilson Bridge would effectively prohibit expansion of METRO.</p>
	<p>Toll lanes do not improve travel times. Just look at the mess in VA. Only a few people use them even though traffic in the free lanes is at a standstill. MD does not have to imitate VA's mistake. If you add lanes, it only creates bottlenecks downstream. Toll lanes will not benefit the residents in PG county. It will not bring economic prosperity to PG county.</p>
	<p>We need an expansion of the blue metro line, not more lanes for cars. This is an awful idea!</p>

	VDOT's builds HOT lanes in the space on the bridge reserved for future rail, likely blocking future conversion. This is poor planning. VDOT failed to seriously examine other alternatives.
	I participated in the Alexandria's WWB redesign project 20 years ago. At those meetings we all supported the idea of putting METRO across the bridge. We were told the new WWBr was designed for a future Metro Rail. Now VDOTs proposes Express lanes instead of METRO this seems to be a complete sabotage of the design goals we established. C'mon VDOT, honor your commitments to our communitys' desire for multimodalsm and mass transit. Quit trying to encourage more cars into the region. NO NO NO
	More car lanes? Is that all we can build? Make a separated trail behind the sound wall. Build a train route from Alexandria to Tysons. We have enough damn polluting roads.
	I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.
	Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality.
	Stop advancing plans for single occupancy vehicles. We don't need the induced traffic or environmental effects.
	It's a misallocation of resources to create luxury lanes for wealthy people when the rest of us sit stuck in traffic. Nobody I know would pay the proposed toll fees.
	VDOT needs to do detailed analysis of transit and demand management alternatives. The purpose can't just be "to extend the express lane". The TPB board should remove this project because VDOT hasn't done its homework and coordinated with regional jurisdictions and WMATA.
	I support this only if room remains for mass transit expansion like Metrorail
	please leave the transit space on the woodrow wilson bridge
	Again, stop making our capitol a hostage to the financial interest of private, international companies and their stockholders
	Will add more cars, more pollution, more traffic congestion. Does not improve mass transit options.
	The toll lanes won't provide any traffic releaf for anyone but the very few who would afford their exorbitant tolls, which is another inequity that would ennlarge the gap between havess and have-nots. The construction will also be a big inconvenience fo rthe area and add a lot more carbon and debris to the environment. Also, th heavy trraffic is only for a few hours out of the 24 of the day, and is caused by drivers' poor driving skills and the inadequate inbound and exit ramps and signaling.
	This is an environmental justice issue to put toll lanes into Maryland's Prince George's County via a simple EA rather than an EIS that was required for the 495/270 proposed toll lanes project. Prince Georgians, predominantly African American, will not get their due time and opportunity to have comments and input on impacts to their county. The Montgomery County residents had a chance to have their concerns raised via the EIS process. MARYLAND should deal with projects in MD and on its bridges.
	I strongly oppose toll lanes as an approach to relieving rush hour congestion. There are better ways.
	It has been proven over and over again that adding more Lanes creates induced demand. A far better investment would be extending Metro into Oxon Hill.
	AGAINST!! ...remove toll lanes & widening planned for I-495 and I-270 in Montgomery & PG Counties!
I-495/I-270Y (West Spur) Express Toll Lanes	Adding additional lanes does not reduce traffic
	Need BRT or rail between Bethesda and Tysons.

Widening: I-270 to
George Washington
Memorial Parkway

I support this project but only as part of a larger effort to provide frequent - i.e., every 15 minutes - express bus service / BRT between Bethesda and Grosvenor and Tysons Corner. Tolls also need to be set at relatively high levels. Funding from toll revenue should go towards subsidizing the express bus service / BRT.

Just toll the lanes that are already there.

The project would be extremely destructive and ineffective – harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. MDOT failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit, demand management, pricing and incentives.

I oppose the 270/495 toll lane project. Either people will pay HIGH tolls, or be stuck in traffic in the remaining lanes. Also fected (per MNCPPC) will be parks, streams and tree cover. FURTHER, widening highways fuels more sprawl, driving and emissions. This will not mitigate air quality or slow down climate change.

I do not support any of these Toll Lane projects. Expanding highways has several problems: induced demand increases sprawl (fuels emissions and encourages driving), it's inequitable (owning a car costs at least \$10k a year, whereas transit is a much cheaper solution), only people who pay high tolls get a speedy ride -- everyone else is still stuck in traffic.

STRONGLY OPPOSE tolls, expansion of I-270/I-495. VERY destructive with little/NO benefit.

How can you claim this enhances access, transit, or reduces greenhouse gases? We need more multimodal development, and this project is a gigantic waste of limited funds to prioritize those who can afford toll lanes on an already very large interstate.

Do not support road widening! More lanes = More traffic = More carbon emissions = Bad news

No highway widening! Please invest in alternatives to mass motor vehicle transportation. This plan is destructive and ineffective – harming neighborhoods, parks, streams and tree cover. It would stick people in traffic with very high tolls. MDOT should examine more effective alternatives including transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit, demand management, pricing and incentives.

Will destroy much needed forest

Absolute necessity for the DC metro region.

NO TOLLS, just expand 270. MD pays enough taxes. Stop wasting money in non-economically productive parts of the state.

More lanes are not the solution to traffic, multi-modal options such as transit are.

Maybe the state of VA could consider an extension of the purple line across the river into VA

I oppose this project. It is economically dangerous and it adversely impacts the environment.

This is a terrible idea, the highway is already insanely wide. Adding more lanes will only induce more demand and more congestion. The highways are already so large and road repairs are so costly. Do not widen 270!

I don't want Virginia tolls in Maryland and I don't want Maryland roads to look like Virginia roads!

If the American Legion Bridge needs to be refurbished, that should be done without widening or adding the Virginia tolls. Any widening that is done should only be to add a transit line across the bridge. It always seems to me that the backup problem isn't the bridge itself, but backups in Virginia that extend to the bridge and over the bridge.

Widen the road and the bridge but do not charge tolls.

Too costly, environmental harm won't solve the problem, and unfair to some people.

Lexus/HOT lanes are the equivalent of allowing a corporation to build wings on existing public schools, and then charge tuition that only the wealthiest families can afford. Lexus/HOT lanes would only further divide citizens. We need another solution.

There is a 1 mile section between 270 and Legion bridge where 495 reduces to only 4 lanes. Fix that. Toll lanes require congestion in the general use lanes in order to make income. The goal should be reducing # of cars.

Too close to schools and a threat to air quality near Walter Johnson high school

Lane widening induces demand and will not solve the traffic problems. It also will damage the environment and increase pollution.

more traffic, environmental degradation, more noise pollution

Toll lanes are inequitable and environmentally unsound.

Provides special benefits to the wealthy. The solution is to get through tractor trailers to other routes

This project was approved by the Maryland Department of Transportation using a seriously flawed study. It would not be very effective in improving traffic flow and would have negative environmental consequences.

No, for the same reasons I gave in my opposition to the toll lane proposal from I 270 to I 370.

Project should be scrapped and study totally redone.

This will not ease the congestion, it is just an income garnering activity.

I don't support this toll lane. Tolls in general do not work, they just force more people onto the remaining lanes. If the American Legion needs more lanes, we can do that without tolls. If you are going to use taxpayer dollars for projects like this, they must be usable to ALL taxpayers, not just the rich. Toll lanes have not worked in Virginia, and that state's transportation is a mess. Every time I drive over the river, my head spins at all the different lanes. Please find smart solutions

The project is too expensive, will interfere with the quality of life near the road and almost certainly not solve the congestion problem. As "The Power Broker" taught, building more roadway does not solve congestion. The new lanes quickly fill. Getting in from Virginia there are horrible backups where the toll roads empty into normal lanes.

Expanding the highway is an ecological disaster. After the hottest year in history last year - ANY increase in blacktop is highly dangerous. We cannot ignore what this does to our climate! Toll lanes are essentially unfair and actually INCREASE congestion for 'non-paying', ie normal, drivers. These express lanes are a disaster in the making.

No

No

reject the toll lanes with their \$50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm

Toll lanes DO NOT relieve congestion. Additional lanes are required. Give taxpayers the much needed infrastructure we have paid for.

No

Has toll roads really helped in any way?? I see it as a money pit for greedy people. Public transportation is what we need!!!

Reversible lanes and telecommuting instead

I do not support this project.

Expanding this highway is a short term solution at best. The construction will be extremely disruptive to the environment and traffic. Less drastic and more forward thinking, climate-friendly solutions should be pursued.
I am against adding Toll Lanes because of their negative environmental and equity impacts. Please do not add more highway lanes!!!
Strongly oppose.
Cancel funding for the toll lanes and allocate those precious resources for transit and other critical transportation needs across the State.
No. Too many cars not good for us
Adding toll lanes makes traffic worse and discriminates against class.
We don't need more pollution and erosion of our neighborhood quality of life. There is no evidence this helps congestion (it has not in Virginia). I live in this neighborhood (4 corners)
This project will create more air and noise pollution and traffic congestion. I do NOT support this.
Prefer funding be directed toward alternate forms of transportation rather than widening.
We don't need more cars. invest in infrastructure to lessen need of autos
Lower income people will have a disadvantage.
If you build it, they will come. Stop building it now. Build comfortable and sustainable mass transit options
Not needed
Widening roads only creates more traffic and more congestion. Tolls provide easier access for the wealthy. Wider roads increase pollution and further separates communities
All evidence points to road widening projects' failure to reduce congestion. Therefore, each of these projects will likely increase congestion, and will definitely increase greenhouse gas emissions. Please do not approve this or other road widening projects in this plan.
I'm against this project
The road is already overcrowded and this would exacerbate that issue.
Widening of lanes have failed previously and will not reduce traffic. It only contributes to induced demand and will add significantly more traffic and cars. This will cause Virginia to miss on vision zero.
I am strongly opposed to toll express lanes - they are only for the wealthy
This is destructive and ineffective, it would harm neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. MDOT failed to examine more effective alternatives that begin with public transit. It's time to prioritize metro and BRT. There should be a metro lane going down I-495 to relieve the bottleneck that is the I-495 bridge.
Please reject the toll lanes with their \$50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm.
Express toll lanes are unfair, I oppose this plan!
No
Toll lanes are an outdated solution.

	Much harm and little benefit. And the small benefit will be temporary. The harm will not.
	Toll lanes have done NOTHING to alleviate traffic... it seems to have made it worse!
	NO to three toll lane projects on I-495 and I-270. The American Legion Bridge does not need to be rebuilt, only to be refurbished and redecked!
	no
	Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	Please spend the money required for this GHG increasing highway expansion on public transit.
	HOT lanes are inequitable. Also, toll roads suck. And road expansions induce more demand. Create more transit instead.
	This project should not be included in the plan. It would harm neighborhoods, parks, streams, tree cover. It would work against meeting regional climate goals. A HOTTER lanes alternatives should be considered that would toll some or all existing lanes and use revenue to incentivize ridesharing and transit and improve last mile walk/cycle/paratransit service alternatives to driving. Transit oriented development should be part of alternatives considered to this project.
	No more widening of highways. Has widening ever worked? why do we keep insisting on this non-solution?
	Adding lanes will just invite more traffic. I am opposed to express toll lanes - they are expensive and, as implemented in Virginia, just make the original highway more confusing and difficult to drive on.
	Remove this project and replace with study of alternatives like HOTTER lanes (High-Occupancy Transit & Tolls with incentives on Existing Rights-of-Way) and transit-oriented land use that better address needs and regional goals while addressing bridge state of good repair. The project would be destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls.
	Widening already wide highways exacerbates congestion, air pollution, and is the kind of backwards thinking that forces people to drive instead of improving alternatives.
	Too wide as it is. More lanes will just cause more fender benders
	Strongly support - this stretch of the Beltway is extremely congested. Express lanes will encourage carpooling, support express buses, and provide a reliable travel option. This will enhance equity when tolls are used in part to support funding for transit and give people more options to access jobs.
	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
	I do not support this. We need to stop widening roads and highways to reduce DC/MD congestion, as all evidence points to the fact that widening roads just increases more traffic over time, and sadly postpones what's needed: reducing VMT (vehicles miles traveled) on MD roads, while increasing transit.

	<p>Tolls support the wealthy increasing inequality, worsen congestion for the majority, provide taxpayer jeopardy, and bring enormous environmental harm. Please do not move forward with this antiquated way of dealing with population growth and support other studies.</p>
	<p>The project would be extremely destructive and ineffective – harming parks, streams and tree cover. It would leave most people in worse and more dangerous traffic. Only the wealthiest few could afford the tolls. MDOT failed to examine more effective alternatives, including ICM, demand management, and real public transit options (not the stuff of MDOT's deceptive marketing, which promises transit but doesn't budget for it).</p>
	<p>Adding lanes does not solve the problem. Instead, we need more rapid transit solutions.</p>
	<p>The project would be extremely destructive and ineffective – harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. MDOT failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit, demand management, pricing and incentives.</p>
	<p>We do not need widened highways. Research clearly demonstrates that widening highways leads to more car usage, which negatively impacts the environment. Car emissions are one of the main sources of green house gases in the country. We need more expansive public transit.</p>
	<p>We need to prioritize transit funds to mass transit and not Lexus Lanes</p>
	<p>I have yet to see how minimizing the number of lanes that cars can travel on (that is effectively what the express lanes do, they minimize traffic on those lanes to make them express) is solving any traffic problem. You need to think of better ways to design on and off ramps.</p>
	<p>I don't approve of HOV toll lanes. I do approve of dedicated bus transit lanes without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.</p>
	<p>Highway widening is the very last thing we should be doing. Personal vehicle use is the largest polluter in terms of air quality. We should be focusing on expanded transit like more metro rail, weekend and expanded marc brunswick service, and bus rapid transit.</p>
	<p>This project violates TPB Board Resolution R19-2021 which required consideration of multiple scenarios, especially for greenhouse gas reduction. Other scenarios not considered include adding more transit (eg.MARC expansion and implementing BRT) and TOD, greater use of TDM, and waiting for the Purple Line to become functional - which reduce GHG. MDOT's plan also will destroy significant tree canopy, be inequitable because of the high tolls, and not reduce congestion because of induced demand.</p>
	<p>This is a poorly conceived and designed project that will not improve transportation in this corridor. Studies show that expansion and specifically toll lanes do not improve travel times as bottlenecks will occur downstream. Furthermore, the final EIS is flawed. We know that the storm water mitigation strategies are not adequate in this era of torrential rainfall. Put money to good use and improve transportation solutions and encourage its use.</p>
	<p>The project would be extremely destructive and ineffective – harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. MDOT failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit, demand management, pricing and incentives.</p>
	<p>My backyard is directly adjacent to 270 (Old Farm neighborhood - near Montrose Road exit) and any widening of the road would devastate my neighborhood (e.g., significant increase in noise, cutting down trees, etc) and we would need to move despite having two young children. I strongly oppose this project in any form and will fight toll lanes on 270 as it directly impacts my family. To the extent this portion of is approved, I also am against it because toll lanes are not going to solve anything.</p>

This would only increase the number of cars on the road, and therefore congestion, noise, and pollution. There's plenty of data showing that adding more lanes of traffic induces demand and therefore increases traffic.

Transportation money should be put towards public transit, bicycle, and walking infrastructure.

I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.

Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality.

No more lanes on the beltway. Instead, we need to redistribute the right of way and add MARC and/or light rail service for these areas. Fewer lanes, more trains.

Project will not improve transit in region or meaningfully resolve congestion concerns. Project does not mention development of any transit options and is solely a road expansion, but somehow maintains it improve transit in area. Project should be dropped or heavily modified to explicitly include development or BRT or other transit along corridor as part of project instead of arguing project itself improves transit somehow.

It's a misallocation of resources to create luxury lanes for wealthy people when the rest of us sit stuck in traffic. Nobody I know would pay the proposed toll fees.

MDOT needs to consider alternatives like HOTTER lanes that don't require widening the highway and that don't keep people stuck in congestion in the general purpose lanes.

Replace general traffic lanes with HOT! Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.

Wider roads are wider barriers for communities and businesses that cross them.

Lane additions move and intensify traffic bottlenecks instead of solving them.

Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation.

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Express toll lanes do not solve our transit or air quality problems. Tangibly, I have experienced terrible traffic on the south side of the American Legion Bridge (where the toll lanes compete with normal traffic) while the north side of the bridge flows smoothly. Please do not implement toll lanes in MD.

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	Instead of endlessly widening roads are great cost to both the environment and the budget, with only temporary benefit, we need to look at enhancing public transportation and other options
	NO LEXUS LANES INCREASING INCOME INEQUALITY TO PROVIDE THE WEALTHY A WAY TO AVOID THE TRAFFIC WE ALL MUST DEAL WITH. OPEN LANES FOR ALL TO USE WITH CLIMATE EFFECTS MITIGATION REQUIRED.
	Implement the following for any lane additions! https://www.youtube.com/watch?v=Qbv_dtwTGDo
	Terrible idea. This will destroy significant green space
	I oppose the Widening of I-495/I-270 (West Spur) Express Toll Lanes, because it would destroy the rest of the Historic African American Moses Tabernacal Cemetery, committing another injustice to this cultural site. There are hundreds of burial graves located between the I-495 highway paved road and the cemetery fence. That is how highways were constructed in the mid 1950s. The cemetery is located off Seven Locks Road near the beginning of I-495 West Spur.
	Will add more cars, more pollution, more traffic congestion. Does not improve mass transit options.
	The toll lanes won't provide any traffic relief for anyone but the very few who would afford their exorbitant tolls, which is another inequity that would enlarge the gap between haves and have-nots. The construction will also be a big inconvenience for the area and add a lot more carbon and debris to the environment. Also, the heavy traffic is only for a few hours out of the 24 of the day, and is caused by drivers' poor driving skills and the inadequate inbound and exit ramps and signaling.
	I do not support this.
	There are far more effective approaches to congestion problems. We should stop wasting money on the notion of widening roads and instituting toll lanes that most citizens cannot afford.
	Please widen Beltway to 95N. At the very least can MD SHA please do some landscaping and serious tree work? The MoCo Beltway is a mess of overgrown exits (dangerous) and dying trees choked by invasive vines. Does SHA actually employ a landscape architect or arborist? Can't tell by looking at MD Beltway.
	Didn't we already widen 270 in the past? And it didn't take long for it to fill up again, did it? As soon as lanes were added, Metro ridership in that area dropped by 5%. Take the money and invest it in improving public transit options
	no to widening and toll lanes
	AGAINST!! ...remove toll lanes & widening planned for I-495 and I-270 in Montgomery & PG Counties!
	Put true BRT in place along this part of the Beltway/270. Use NJ Transit's model - those buses are very frequent, dependable and RUN ON TIME LIKE CLOCKWORK.
	This expansion will not resolve the traffic congestion; it would only promote more car traffic through inducement.
	I like the bike trail as an access along Arlington into Georgetown. Depending on the specific improvements, I would be in favor of greater access and networking into neighborhoods for this trail.
Sure, but you won't improve yourself out of a median.	
Extremely high priority for our region.	

I-66 Multimodal Improvements (Inside the Beltway)

	Don't put trails inside of the sound barriers please!
	Flexibility is needed to achieve vision zero. Especially in regards to transportation choice!
	what does this entail? If it's truly multimodal, then "yes"
	Caution: Multimodal improvements is often bullshit language for nothing much useful. Please be more specific.
	Multimodal improvements are great, actually noticed by users on foot, bike, and bus.
	BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.
	I don't trust that word "improvements." What exactly are you talking about?
	I can't say yes or no because it wasn't listed what exactly is proposed by multimodal. If you are proposing redistributing existing lanes for bus only transportation or shrinking the highway to build more biking facilities, then this should be done. Anything that cause single occupancy vehicle trips and miles traveled to increase cannot happen.
I-95 Express Lanes Truck Access: I-95 Springfield Interchange to I-95/Route 17 Interchange	Oppose widening lanes through Springfield. Too much destruction of property and land.
	HOV lanes have very limited impact. HOV studies show that the lanes have limited to no effectiveness in modifying transportation levels, addressing multimodal practices, or reducing congestion. HOV lanes have largely failed, and should not be in this plan.
	Please. Can we please stop building more gridlocked-car areas? Adding lanes never works
	Thats literally just a general purpose lane. It doesnt matter what type of lane you add, it causes more pollution and death, period.
	Recommend requiring minimum speed or CDL far through traffic trucks using the express lane. We do not want unqualified heavy traffic jockeying/clogging which should be Express transit through.
	Yes put more trucks in other lanes away from small vehicles. The more separate they are the better.
	No
	HOT lanes are inequitable. Also, toll roads suck. And road expansions induce more demand. Create more transit instead.
	Major highway project that will not effectively reduce congestion, will be completely unnoticed by anyone driving 3 years after its completion. It's a no-win.
	I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.
Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality.	
Taking trucks off the regular I-95 lanes make sense, provided that the merges and other features are safe.	
Will add more cars, more pollution, more traffic congestion. Does not improve mass transit options.	
I-95 New Bi-Directional Operation Express Toll	Adding additional lanes does not reduce traffic
	Just toll the lanes that are already there.

Lanes with Widening:
Turkeycock Run to Optiz
Boulevard

oppose widening and express toll lanes

How can you claim this enhances access, transit, or reduces greenhouse gases? We need more multimodal development, and this project is a gigantic waste of limited funds to prioritize those who can afford toll lanes on an already very large interstate.

Bad for traffic, bad for climate: We support examining flexible operational strategies and pricing that helps move people through the corridor. But further widening this stretch of I-95 with still relatively new HOT lanes to add more lanes will result in more sprawl, traffic and construction delays. We also object to the inclusion of this still conceptual project when more advanced and important projects like Northern Virginia's critical Route 7 BRT are excluded.

Srsly? More traffic lanes? That never works

Any place you're thinking of putting an hov lane, make it a bus lane instead

Yes!! Help break up the gridlock in this common slow down section of 95.

Toll lanes should replace existing travel lanes, and expansions should only be used for transit like BRT

This will not ease the congestion, it is just an income garnering activity.

i think i speak for EVERYONE who thought these would be two-ways ALL THE TIME.

All evidence points to road widening projects' failure to reduce congestion. Therefore, each of these projects will likely increase congestion, and will definitely increase greenhouse gas emissions. Please do not approve this or other road widening projects in this plan.

More tolls are an insult.

Further widening this stretch of I-95 with still relatively new HOT lanes to add more lanes will result in more sprawl, traffic and construction delays. We also object to the inclusion of this still conceptual project when more advanced and important projects like Northern Virginia's critical Route 7 BRT are excluded.

No

Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.

HOT lanes are inequitable.

Also, toll roads suck.

And road expansions induce more demand.

Create more transit instead, specifically, more and faster trains from DC southbound. To Richmond. To Newport News. To Raleigh. To Florida. Why does it take hours longer to take Amtrak from DC to Raleigh than by car? No wonder no one wants to ride a train.

CSG supports examining flexible operational strategies and pricing that help move people through the corridor. But further widening this stretch of I-95 with still relatively new HOT lanes to add more lanes will result in more sprawl, adverse impacts to adjacent communities, induced traffic, and construction delays. We also object to the inclusion of this still conceptual project when more advanced and important projects like Northern Virginia's critical Route 7 BRT are excluded.

This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.

	Won't meaningfully improve the travel experience for drivers, does not reduce VMT or congestion. Funds better spent elsewhere.
	Highway widening is the very last thing we should be doing. Personal vehicle use is the largest polluter in terms of air quality. We should be focusing on expanded transit like more metro rail, weekend and expanded marc brunswick service, and bus rapid transit.
	More lanes equals more traffic,
	Examining flexible operational strategies and pricing that helps move people through the corridor is a worthwhile goal. But further widening this stretch of I-95 to add additional lanes when the HOT lanes are still relatively new will result in more sprawl, traffic and construction delays. This project should not be included over more advanced and important projects like Northern Virginia's critical Route 7 BRT.
	I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.
	Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality.
	Stop advancing plans for single occupancy vehicles. We don't need the induced traffic or environmental effects.
	No. Stop treating ordinary, toll-skeptical people as second-class citizens. Three lanes for tolls, and two without? No
	Will add more cars, more pollution, more traffic congestion. Does not improve mass transit options.
Bad idea	
Landmark Transit Center New BRT at Duke Street and Van Dorn Street	Yes! More transit please
	Yes to more public transit!
	Good, better transit!
	Transit improvements like this are how you get people out of single-occupancy vehicles and reduce VMT.
Lockridge Road West Extension: Prentice Drive to Waxpool Road	BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.
	Less roads, more transit please
	Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
Louisiana Avenue NW Capacity Reduction for New Bicycle Accommodations: Columbus Circle NE to Constitution Avenue NW	please include a sidewalk for people walking to loudoun gateway metro on lockridge road
	This is crucial, it's very silly that the Metropolitan Branch Trail currently does not extend all the way to the Capitol, it should!
	support bicycle accommodations.
	More bike lanes
	I'll take what I can get but surely you can reduce it more
	Such a needed project. This is a major gap in the network.
	Yeay, more bike lanes!
Again, way too wide. Make it 2 lanes, not 4.	
And eliminate the crazy, dangerous parking situation along Louisiana Ave. near Columbus Circle	

	Safe cycling infrastructure should be available to everyone so that it is reasonable to bike instead of driving, reducing emissions.
M Street NE Capacity Reduction for New Bicycle Accommodations: 1st Street NE to 1st Street NW	support bicycle accommodations.
	More bike lanes.
	Reducing car capacity to accommodate bike lanes would cause more congestion. Not everyone knows how to ride a bike or scooter. Bike and scooter riders don't think that the rules of road apply to their vehicles. I have narrowly avoided being hit while walking on the sidewalk. They won't stay in the bike lanes.
	Yeay, more bike lanes!
	This bicycle project is essential to support the region's safety, equity, and climate goals.
	Yes, and there should be two-way bike facilities.
	Obvious. Should have happened years ago.
	Strongly support, but should also find a way to connect across NY/NJ to 4th Street for continuous path and connection to NJ bike lane
	Safe cycling infrastructure should be available to everyone so that it is reasonable to bike instead of driving, reducing emissions.
Manassas National Battlefield Park Bypass Extension Roadway Closure (US 29) from Pageland Lane to Paddington Lane and Sudley Road (VA 234) from Battlevue Parkway to Featherbed Lane Road Closures	This is supported by the NPS.
	Remove the Manassas Battlefield Bypass (2 projects on list). Parts of this are the same as the proposed Outer Beltway/BiCounty Parkway and would harm the battlefield and Rural Crescent. CSG has offered local street and roundabout alternatives.
	Less roads, more transit please
	A bypass extension just adds more pollution. More public transportation options would be great. Northern Virginia is much too big and great to not have a strong public transportation system with DC.
	Remove the Manassas Battlefield Bypass (2 projects on list). Parts of this are the same as the proposed Outer Beltway/BiCounty Parkway and would harm the battlefield and Rural Crescent. We have offered local street and roundabout alternatives.
	Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	Remove the Manassas Battlefield Bypass (2 projects on list). Parts of this are the same as the proposed Outer Beltway/BiCounty Parkway and would harm the battlefield and Rural Crescent. We have offered local street and roundabout alternatives.
	I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.
	Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality.
	No to any VMT- and sprawl-inducing battlefield bypass. The area to the west will become a desolate industrial data center hell hole anyway.
Manassas National Battlefield Park Bypass Extension: US 29 at	This is supported by the NPS.
	Less roads, more transit please
	Will ruin the hisyoric atmosphere of battlefield

Pageland Lane to Bull Run Drive

Remove the Manassas Battlefield Bypass (2 projects on list). Parts of this are the same as the proposed Outer Beltway/BiCounty Parkway and would harm the battlefield and Rural Crescent. We have offered local street and roundabout alternatives.

Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.

Remove the Manassas Battlefield Bypass (2 projects on list). Parts of this are the same as the proposed Outer Beltway/BiCounty Parkway and would harm the battlefield and Rural Crescent. We have offered local street and roundabout alternatives.

No to any VMT- and sprawl-inducing battlefield bypass.

MARC Service Improvements for Brunswick Line

I personally would love this to improve because it would allow my family to take the train to my parents' house without having to drive up 270!

YES I WANT TO VISIT HARPERS FERRY SO BAD

Yes! We need to make it easier to commute by train.

Regional rail deserves improvement in travel frequency

Given improved WFH and improved Internet connectivity, minor improvements in heavy rail are purposeless. You need complete service to replace traffic 24/7, or don't waste the money.

I would love to be able to take a day trip from DC to Harpers Ferry by train!

I support this. I would also like to see increased frequency and weekend trips. I would love to go from Frederick to DC via MARC on the weekend.

Also consider extension to Hagerstown

The ability to travel to harpers ferry during the day time or even weekends would be a great value add and I would use this service

This is of major importance to improving congestion on I270 and way overdue!

Commuter rail improvements will tremendously improve workforce and tourism/entertainment opportunities between the suburbs and the metro core, using existing right of way. This will help to alleviate the housing crisis without further burdening the road transportation system with expensive highway widening projects that will reduce housing stock and be a drain on public finances in both the short and long terms.

Yes! Reducing wait times and head ways will always be helpful for our region!

MARC service should be bi-directional through the day and designed to support transit-oriented development, with improvements to bike parking at stations and development of protected bike lanes feeding to the stations along major access/egress routes, plus investments in more walkable neighborhoods within 1 mile of stations.

2045 is too far in the future

This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency.

More transit is how we solve our regional climate and transportation issues.

Adding service in both directions throughout the day and adding weekend service would be great.

Project should be much higher priority and targeted for completion by end of decade. Lack of weekend/midday service constrains usability of this transit line and depresses potential ridership, especially given that this line connects to several tourist locations.

	<p>Purple Line project will likely increase demand along corridor compared to today due to increased connection to other transit modes. FBI HQ may affect demand as well.</p>
<p>MARC Service Improvements for Camden Line</p>	<p>ADD a transfer platform at Point of Rocks for transfer from the main line to the Frederick spur for all passengers.</p>
	<p>ADD two way service both during rush hour and non-peak and evening hours</p>
	<p>ADD weekend multiple trains on the entire line and the Frederick Spur to downtown Frederick.</p>
	<p>FORCE CSX TO CREATE AN ADDITIONAL RAIL LINE IN THEIR RIGHT OF WAY TO ELIMINATE BOTTLENECKS AND TRAINS HELD FOR FREIGHT TRAFFIC.</p>
	<p>Greater bidirectional frequency on the Camden line and new infill stations at several locations would be advantageous.</p>
	<p>Support MARC improvements -- very necessary and effective</p>
	<p>PLEASE</p>
	<p>I would like to see better more efficient service by MARC. I don't want the service cut or arrival and departure wait times increased.</p>
	<p>Yes please! I often check this line and find that it doesn't make sense to take it because of the limited schedule. Please make it easier to use!</p>
	<p>MARC is invaluable for getting to/from Baltimore and is the only reason why many of my peers living in Baltimore visit DC as regularly as they do. Better MARC service would only bring more people (and therefore money) into DC</p>
	<p>If the Camden line becomes more frequent and runs both ways, day and evening trips from DC to Baltimore will become possible, opening up many new economic opportunities.</p>
	<p>This would greatly improve access to DC for residents of Howard County. I live only a few minutes away from a Camden line station, but since it only runs during peak hours I have to drive much farther to a PENN line station to take a train into DC</p>
	<p>It's a shame that there's a rail line from downtown DC up to the ballpark that doesn't actually run when there's a ballgame on.</p>
<p>The project summary table should include the impacts on equity and emissions (40a), but does not. Extended service on the Camden line will allow for workers at Johns Hopkins University Applied Physics Laboratory, the largest employer in Howard County, to use transit more often. Additionally, government sponsors that travel to and from the lab during the day could do so without driving if private shuttles or RTA routes are added.</p>	
<p>2045 is too far in the future</p>	
<p>This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency.</p>	
<p>More transit is the answer.</p>	
<p>BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.</p>	
<p>Suggest providing weekend service on this line along with the penn line service. Also add Marc service to Annapolis.</p>	

	<p>Project in wrong place on map, Camden Line is in Laurel, Penn Line is in Bowie, map shows opposite. Project should be a high priority targeted for build immediately with completion much sooner than 2045. FBI HQ planned for Greenbelt which is on MARC Camden Line, will be much higher demand/need for transit along Line compared to today's demand. WMATA Green Line terminates at Greenbelt and serves different areas than MARC Camden, both need frequent all day every day service to best serve area.</p>
<p>MARC Service Improvements for Penn Line</p>	<p>Expanding the operations of Maryland commuter rail is key to meeting climate goals and reducing emissions.</p> <p>The MARC could be an extremely useful connection between parts of the D.C. area if it extended its hours further and had more trains available more often.</p> <p>Greater frequency - bidirectional - is critical.</p> <p>RUN MORE BUSES AND TRAINS</p> <p>Yes! The Penn line is so important for our region. Making it easier to rely on is one of the best investments you can make!</p> <p>Need regional rail!!!</p> <p>MARC is invaluable for getting to/from Baltimore and is the only reason why many of my peers living in Baltimore visit DC as regularly as they do. Better MARC service would only bring more people (and therefore money) into DC</p> <p>If the Penn line frequency is improved, day and evening trips from DC to Baltimore will become possible, opening up many new economic opportunities.</p> <p>Headways every 30 minutes in during-non peak hours and on weekends would greatly encourage MD residents that live outside the DC metro area to take the MARC train into DC for leisure</p> <p>2045 is too far in the future</p> <p>This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency.</p> <p>BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.</p> <p>Project in wrong place on map, Laurel is served by Camden Line, Bowie is served by Penn Line. Map shows opposite of this. Project should be higher priority than reflected on plan, Purple Line will create additional demand along corridor compared due to new transit connections to other transit lines. Current service level makes service borderline unusable on weekends due to inadequate frequency. Should be targeted for completion by end of decade, along with improvements to other MARC lines.</p> <p>Expanding the operations of Maryland commuter rail is key to meeting climate goals and reducing emissions.</p> <p>Improvements must include multiple trains in both directions including outside rush hours</p>
<p>Maryland Avenue NE Capacity Reduction for New Bicycle/Pedestrian Accommodations: Bladensburg Road NE to Neal Street NE</p>	<p>support bicycle accommodations.</p> <p>This will be great! such a vital point.</p> <p>Hell yes. More like this</p> <p>Will the same laws as cars apply to bicycles?</p> <p>Absolutely needed because pedestrians require more space and safety on these roads. This can help for vision zero but also to reduce pedestrian casualties.</p> <p>This is currently a particularly dangerous road/intersection for cyclists and pedestrians. A designated bike lane would go a long way toward protecting people from traffic violence.</p>

	Yeay, more bike lanes!
	Call it an "increase to pedestrian and bicycle access"
	Maryland Ave already drops to 1 lane east of the starburst
	1 lane is too few for the amount of traffic that goes through this intersection.
	Everyone in the city deserves walkable and bikeable neighborhoods, which reduce local air pollution.
	Strongly support this project. As soon as possible. Should terminate at the Bethesda Metro station bus station.
	To reduce climate emissions, we need to reduce driving -- BRT (in dedicated lanes) will travel quickly, attract former-drivers, reduce emissions and is equitable (riding the bus is much cheaper than owning a car). This is a heavily traveled corridor and BRT can transport riders to jobs, medical centers, and schools. Let's build it quickly!
	This BRT route will closely parallel the I270 Toll Road proposal (BTW -- I reject the Toll Roads). BRT (in dedicated lanes) can travel faster than traffic, thereby attracting some drivers to convert to BRT. This route will be very helpful to those in northern MoCty. It's much cheaper & an equitable solution (owning a car costs at least \$10k annually). Bikes can frequently use the BRT lane. This corridor provides access to Metro, schools, medical centers and workplaces.
	Support new BRT expansion IF not much destruction of land or property
	Desperately needed. Bus transit is slow cause it gets caught up in car traffic. 355 also deserves a bike lane from RTC to pike & rose with BRT all the way to downtown bethesda. We cant all afford the time to take the scenic route through beach drive or dc boundary trail. Pedestrianized areas along 355 will only cause more car traffic if we don't actually create a reasonably quick, safe and viable way to get to them. Hence P&R abysmal traffic! Build BRT!
MD 355 New BRT Expansion from East-West Highway (MD 410) to Clarksburg Road	Yes to more Bus Rapid Transit!
	No
	BRT should be designed to ITDP BRT Standard of Silver or Gold. It should be center running if possible and include high quality station design, with pre-board fare collection. Service should be designed to support transit-oriented development, with improvements to bike parking at stations and development of protected bike lanes feeding to the stations along major access/egress routes, plus investments in more walkable neighborhoods within 1 mile of stations.
	Ensure dedicated ROW for BRT buses so they are not stuck in traffic
	More transit options are needed for customers to access businesses on 355
	Montgomery County's planned BRT network is important for achieving regional goals
	BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.
	BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.
	New BRT will get more people out of their cars, reduce GHG emissions and traffic congestion, and increase economic development.
	This would be awesome! I would love to see BRT on MD 355 and protected bike lanes. Take a car lane in each direction for this. Incentivize transportation along this corridor
	No

	NO!!! No BRT expansions should remove “access roads” for any homeowners along MD-355, which is completely UNFAIR to homeowners along those access roads. Removing their access roads would remove their parking in front of their homes, and put their homes frontage to be right on a major road instead of being protected by the access road barrier, very dangerous for those families!!
Missouri Avenue NW (Eastbound) Capacity Reduction for New Bicycle Accommodations: 17th Street NW to 16th Street NW	support bicycle accommodations.
	Yes to new bicycle accommodations! This will bring flexibility and comfort for commuters.
	Yeay, more bike lanes!
	Do not call it a 'capacity reduction'. You are asking for opposition with a name like that
MLK Jr. Avenue SE Capacity Reduction for Additional Pedestrian Accommodations: South Capitol Street SE to Upsal Street SE	Safe cycling infrastructure should be available to everyone so that it is reasonable to bike instead of driving, reducing emissions.
	Yes for additional pedestrian infrastructure! We need more people out and about moving, especially for downtown life and culture to thrive within our vision zero plan.
	This would improve pedestrian safety and improve walkability in the neighborhood.
	Yeay, more bike lanes!
	The low number of checkmarks that TPB gives this project for meeting regional goals does not reflect how well this implements TPB priority strategies and meets various other important goals like Safety. TPB staff need to develop an alternative evaluation system.
Nebraska Avenue NW Capacity Reduction for New Bicycle Accommodations: New Mexico Avenue to Loughboro Road	Ward 8 deserves sidewalks
	Everyone in the city deserves walkable and bikeable neighborhoods, which reduce local air pollution.
	support bicycle accomodations
	Yes but more
	Need to make room for more multimodal streets and roads!
	Yes to more bile lanes!
	Yeay, more bike lanes!
	Do not call this a "capacity reduction". The name implies taking things away as opposed to adding facilities, increasing capacity for all travelers
New Hampshire Avenue New BRT Expansion from Coleville Park and Ride to Fort Totten Metro Station	As someone who bikes on this road at least twice a week, it is crazy that this hasn't been done yet. Reallocate the space to implement protected bike lanes like those just placed on New Mexico Ave.
	Safe cycling infrastructure should be available to everyone so that it is reasonable to bike instead of driving, reducing emissions. The recent bike lane on part of this road is already popular!
	BRT (in dedicated lanes) can travel faster than traffic, thereby attracting some drivers to convert to BRT. This route will service VIVA White Oak, the FDA, and much of Easter MoCty, as well as parts of Pr Geo Cty. It's much cheaper & an equitable solution (owning a car costs at least \$10k annually). Bikes can frequently use the BRT lane. This corridor provides access to Metro, schools, medical centers and workplaces.
	Support BRT and Metro connections
	A great way to improve access to DC for residents that live near MD 650

	This would be transformative on a heavily use corridor. Driving transit-oriented growth in the area and complementing the Purple Line LRT investment.
	BRT should be designed to ITDP BRT Standard of Silver or Gold. It should be center running if possible and include high quality station design, with pre-board fare collection. Service should be designed to support transit-oriented development, with improvements to bike parking at stations and development of protected bike lanes feeding to the stations along major access/egress routes, plus investments in more walkable neighborhoods within 1 mile of stations.
	This area is underserved by rapid transit.
	Montgomery County's planned BRT network is important for achieving regional goals
	The route would function best with dedicated lanes and signal priority.
	BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.
	More BRT will get more people out of their cars, decrease GHG emissions and traffic congestion, and increase economic development.
	Beneficial project and needed, but should look into if there is sufficient feeder transit from Coleville Park and Ride so those needing to get to Fort Totten from areas near there without a vehicle can still use this transit mode. If not already present, a connection to College Park MARC/WMATA station may also need to be included or considered.
	More effective bus lines feeding transit is an important component of mode shift from cars to transit, which reduces emissions.
	These would allow for frequent transit service and allow for pedestrian improvements also.
NO!!! BRT expansions should NOT remove "access roads" for any homeowners along the planned routes, which is completely UNFAIR to homeowners along those access roads. Removing their access roads would remove their parking in front of their homes, and put their homes frontage to be right on a major road instead of being protected by the access road barrier, very dangerous for those families!!	
New Long Bridge over the Potomac River	Should be TOO PRIORITY. Getting started on this project as soon as possible is critical. Capacity expansion of this bottleneck will open up so many possibilities for enhanced rail service.
	Be sure this has oversized pedestrian and bicycle lanes.
	What actually fixes traffic? Trains! Please include a bike lane on the bridge
	Absolutely NOT. Foggy Bottom and the National Mall have been severed from Navy Yard and Anacostia for TOO LONG. We are supposed to be reconnecting communities. The Yellow Line runs directly adjacent to this, run more buses and trains.
	This may be the most important project in the whole plan. High priority!!
	This would be great for improving commuter rail frequency and turning VRE/MARC into a true regional rail system.
	Massive increase to rail capacity allows for more frequent train service, improving air quality by reduction of cars and tires
	Please create bike and pedestrian path as part of the bridge.
	I don't believe that adding new vehicle roads or bridges into/out of the District aligns with the District's climate goals nor our goals to reduce traffic violence.
	And please don't be skimpy on the number of tracks on the bridge. And have a cycle path.

	This is crucially needed to bolster rail capacity over Potomac River. It is essential to support climate goals for region.
	Way too obvious of a yes. Why are you even asking? Rebuild the bridge already!
	Any new bridge/bridge improvement should include widening of pedestrian/cyclist path. There are increasing amounts of bike traffic but the path is barely wide enough for two people to pass shoulder to shoulder.
	This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency.
	Massively important project that will improve bike/ped and rail service for the region. The kind of mega project that actually makes a difference in people's lives.
	BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.
	Is this for trains or for cars?
	The new rail bridge would allow significant increase in commuter rail, encouraging people not to drive into the city.
	The project sheet includes too little information about its intended and expected impacts.
	Need a wider trail
YES YES YES YES - WE NEED THIS BRIDGE FOR PEOPLE, NOT CARS	
New Manassas Bypass (VA 28): Sudley Road (VA 234) to Centreville Road (VA 28)	Adding lanes does not reduce traffic
	Remove the Manassas Battlefield Bypass (2 projects on list). Parts of this are the same as the proposed Outer Beltway/BiCounty Parkway and would harm the battlefield and Rural Crescent. Coalition for Smart Growth has offered local street and roundabout alternatives.
	Less roads, more transit please
	This road has far too many businesses and driveways to be safe with more lanes. It is already terrifying to drive in this area where the existing widening has occurred. 85 should NOT become a highway. I try to avoid this area since the existing 85 widening project began.
	I believe adding a way to get to this area without a car (i.e., bike, walking, bus) would be more productive and cost effective.
	Absolutely not! It would be building a highway through an economically disadvantaged area. People will have to have their homes bought but there is very little affordable housing in Prince William County for them to move to. It would also run along a stream bed with a long history of flooding. This stream bed would be better as a linear park for this area.
	Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	Support other local alternatives that do not harm stream valleys and neighborhoods
	Highway widening does not meet VMT, congestion, climate goals.
	I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.
This is a key element to the South Frederick Corridor Plan now awaiting approval by the County Council.	
We have MORE THAN ENOUGH ROADS. Stop widening roads for cars!	

	<p>I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.</p> <p>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality.</p> <p>This highway would be a VMT and sprawl generator, would create new bottlenecks and congestion, lacks a significant high-capacity or HOV/HOT component, would establish a major highway barrier between the neighborhoods on either side, lacks a commitment to include appropriate active mobility components, and would displace scores of affordable homes in a floodplain that should instead be developed as a much-needed regional park. It would be largely funded by PWC bonds, largely for non-PWC drivers.</p>
<p>New Potomac Shores Commuter Rail Station</p>	<p>This should include major Transit Oriented Development</p> <p>What actually fixes traffic? Trains!</p> <p>Extend metro down</p> <p>Alternative to driving improves air quality replacing car emissions and particulate matter from car tires. Train tracks also require less frequent maintenance than road maintenance</p> <p>And how about a watertaxi along the river?</p> <p>This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency.</p> <p>Transit extensions like this are how you get people out of single-occupancy vehicles and reduce VMT.</p> <p>BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.</p> <p>Provided that it is integrated into existing and future development plans for the area, rather than an isolated station that would fail to see further supportive investment.</p> <p>The developer should pay for this</p> <p>Expanding the operations of Virginia commuter rail is key to meeting climate goals.</p> <p>Create a new transit-oriented community, assuming expanded VRE operations.</p>
<p>New Purple Line Transitway: Bethesda to New Carrollton</p>	<p>The Purple Line is a sorely needed addition to the Metro system. It will be an important supplement to BRT and the current Metro system.</p> <p>Strongly support. But lesson learned from this project: never again a public private partnership for transit - projects should be undertaken by public sector entity exclusively.</p> <p>BRT (in dedicated lanes) can travel faster than traffic, thereby attracting some drivers to convert to BRT. It's much cheaper & an equitable solution (owning a car costs at least \$10k annually). Bikes can frequently use the BRT lane. This corridor provides access to Metro, schools, medical centers and workplaces.</p> <p>What actually fixes traffic? Trains!</p> <p>i hate it here... but yes we need this bc it is a sunk cost</p> <p>Yes yes yes yes yes yes yes. More rail will reduce car dependency on our roads which leads to cleaner air and safer streets which encourages pedestrian activity which should lead to more pedestrianized areas</p> <p>The Purple Line was supposed to be functional in 2020, it needs to be completed ASAP</p>

	I support this project, but it seems like a cautionary tale for the P3 model for building infrastructure. By the time it's done it would have been faster and cheaper for MDOT to just build it themselves.	
	We need more mass transit!	
	Extending the Purple Line to Tysons is the single most important transportation project that could be performed in the DC metro region in terms of reducing the air quality impacts of automobile use and associated infrastructure development. Buses will never be desirable as an alternative for commuters if they will be sharing rush hour traffic with cars.	
	Yes	
	Expand to Tysons, then along VA-7 to King St, and across the bridge back to MD.	
	Transitway should include high quality station design, with pre-board fare collection. Service should be designed to support transit-oriented development, with high capacity guarded/automated bike parking at stations and development of protected bike lanes feeding to the stations along major access/egress routes, plus investments in more walkable neighborhoods within 1 mile of stations.	
	This project is already under construction and needs to be completed.	
	This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency.	
	More transit is the answer.	
	BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.	
	This project is long overdue. It will get more people out of their cars, reduce congestion, support more TOD, reduce GHG emissions, and increase economic development.	
	Finish this project. Build the bike path.	
	A highly valuable and needed project for the region, should absolutely be included. May also need to consider future extensions of the line to serve other areas too. As this project is likely to increase demand along all transit lines served by it due to improved connectivity, projects planned for those lines should be prioritized too. Also should consider if new projects needed to improve transit modes served by this line too.	
	We need expanded transit options to allow for new work, life, and leisure trips to be made without a car, lowering emissions.	
	NO!!! No!! that boondoggle purple line should never have started, and no more \$ should be dumped into that money draining political project. There were better alternatives that were ignored.	
	New Seven Corners Ring Road (VA 7): Arlington Boulevard (US 50) to Leesburg Pike (VA 7)	Support with changes - this projects, as currently designed, is oversized (4- and 6-lanes) to create expensive high-speed, high-volume traffic corridors, rather than walkable, transit-oriented places.
		A new road for cars will make traffic worse, not better
Interchange is currently impossible for pedestrians. Please include treatments to improve environment for those without car!		
A ring road in this area would be the opposite of sustainable development progress.		
	Absolutely not, this will bring dreadful results and add more traffic to the already congested seven corners. We do not need to have more induced demand in Northern Virginia.	

	Prioritize other methods of transportation instead of dumping more cars on the road by building more car lanes. Explore BRT options, bike-friendly options, even trams or streetcars. Create more economic mobility giving people more choices than having to use a car to get anywhere!
	Adding a new ring road would make seven corners worse
	New roadways induce unwanted automotive demand for said infrastructure. Adding a bicycle trail would provide a viable path for bicycle transportation without encouraging car traffic.
	Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	This is not enough detail for the public to comment. What kind of improvements?
	Provisionally would support this with the inclusion of the BRT for VA7 in this plan and if the new roadway is kept as narrow as possible with minimal travel lanes.
	Road expansion induces more driving which is bad for pollution. Create more transit. In fact, create any way to navigate 7 corners not in a car.
	We need to be focused on mode shift for the drivers clogging the roads around Seven Corners, not inducing more demand for the same finite road space.
	The new local street grid is important but the proposed design is oversized and would undermine the walkable, urban character envisioned in the redeveloped Seven Corners core. Project needs to be redesigned with fewer vehicle lanes and then resubmitted.
	More roads won't make traffic better
	Again, no evidence this is connected to the Visualize 2050 standards
	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
	I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.
	We need to make the roads narrower and easier to cross safely on foot and by bike. I live 2 miles from 7 corners. I want to ride my bicycle there safely to shop and go to restaurants there. Please make this area safe for us and the next generation.
	Support with changes to reduce project size to a scale appropriate to transit-oriented, walkable and bikeable communities
	Expanding the road for more cars? You'll just get more cars and more pollution. What are you doing to prioritize people walking and biking??
	The Ring Road is much needed!
North Bethesda Transitway New BRT Expansion from Montgomery Mall Transit Center to North Bethesda Metro Station	This BRT route will help more communities connect to Metro. This will help air quality and is a transportation solution that supports equity.
	Support BRT
	No way. MDOT is focusing on the symptoms versus root causes. Infrastructure projects trying to stimulate tax \$\$ with over building. Maryland is not business friendly and we should begin there versus over building with an unhealthy reliance on revenue from developers. CORRUPTION at all levels.

	Take out the bike lanes and traffic will improve. The bikes can ride safe through the trail that is 2 blocks from the bike lanes
	Yes to more Bus Rapid Transit services! This adds more options and flexibility for commuters!
	Thank you for prioritizing public transit over private-vehicle road expansions. This will get more people moving around the area.
	Yes
	I don't support this.
	BRT should be designed to ITDP BRT Standard of Silver or Gold. It should be center running if possible and include high quality station design, with pre-board fare collection. Service should be designed to support transit-oriented development, with improvements to bike parking at stations and development of protected bike lanes feeding to the stations along major access/egress routes, plus investments in more walkable neighborhoods within 1 mile of stations.
	Dedicated lanes for BRT!!
	Montgomery County's planned BRT network is important for achieving regional goals
	More transit is the answer, particularly when it accentuates existing transit.
	BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.
	BRT is the way to go to reduce travel times on buses
	No
	NO!!! BRT expansions should NOT remove "access roads" for any homeowners along the planned routes, which is completely UNFAIR to homeowners along those access roads. Removing their access roads would remove their parking in front of their homes, and put their homes frontage to be right on a major road instead of being protected by the access road barrier, very dangerous for those families!!
	Observation Drive Extension: Waters Discovery Lane to Stringtown Road
Less roads, more transit	
Observation Dr Ext does not exist. It should not be built. Improving existing roadways should be priority.	
More lanes ≠ less traffic	
Multimodal access should be a priority when designing this extension	
No more lanes. Add mass transit. Allow only EVs	
Lane extensions do not work and will not meaningfully contribute to Vision zero efforts.	
Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.	
Please see all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.	
A better solution would be to improve public transit	
Project likely to increase VMT in area, transit option mentioned (BRT) seems to be an afterthought at best. Road extension likely not needed due to proximity to other higher-capacity roadways such as I-270.	

Old Georgetown Road
(MD 187) Extension:
Georgetown Road (MD
187) to Nicholson
Lane/Tilden Lane

Old Georgetown Road is already a very wide road and one of the least safe for pedestrians and bicyclists in the area. No part of this road should be widened.
OK
Only if a shit ton are bike lanes
No way. This road is already terrible. Create more BRT
Encouraging more driving does the opposite of lowering emissions.
270 is an engineering disaster. Fix the onramps; merge lengths; and flow first.
I support this as long as you do not take any homes or family land.
Pave paradise!!
This might help, but will likely only make longer delays for everyone in the neighborhood
This area is making so much progress in transit-oriented development, which would be fundamentally challenged by 6+ lane roads that are unpleasant and dangerous to interact with for everyone who is not sitting in a car.
Absolutely not. Extra lanes only means more induced demand and terrible emissions. We need less lanes and more Bus rapid transit or trains.
The project would be extremely destructive and ineffective – harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. MDOT failed to examine more effective alternatives that begin with transit-oriented development in Prince George’s and eastern Montgomery to address the E-W jobs imbalance, along with transit, demand management, pricing and incentives.
No
Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
6 lanes is far too many for any road in this city
This project is the precise opposite of what should be happening with Old Georgetown Rd. It should be put on a drastic road diet, the protected bike lines should be extended and connected to more of the regional trail network, and bus service should be upgraded to BRT.
MD187 is already too wide and fast for the residential areas which it serves. Do not expand
This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.
Highway widening is the very last thing we should be doing. Personal vehicle use is the largest polluter in terms of air quality. We should be focusing on expanded transit like more metro rail, weekend and expanded marc brunswick service, and bus rapid transit.
This is not a highway. Increasing the number of lanes would only increase traffic, noise, and pollution. The number of lanes needs to be reduced. The road design should prioritize slower speed, which would improve safety. This project goes against Vision Zero.



Project is primarily a road expansion/re-alignment. Although bike lanes included for some aspects, no new public transit such as BRT or regional bus lines are mentioned. Project appears incorrectly classified since roadway expansion by itself doesn't create public transit options. Project should be dropped or heavily modified to include plans for developing bus transit along corridor.

You're just adding lanes. That empirically harms safety, access, traffic flow, and undermines local+state environmental goals.

More lanes encourages unsafe driving.

Wider roads are wider barriers for communities and businesses that cross them.

Lane additions move and intensify traffic bottlenecks instead of solving them.

Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation.

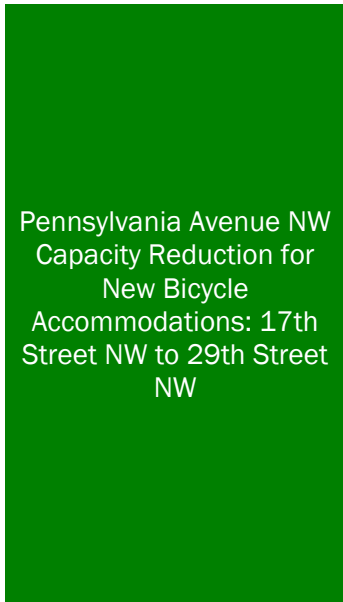
Replace general traffic lanes with HOT! Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.

Wider roads are wider barriers for communities and businesses that cross them.

Lane additions move and intensify traffic bottlenecks instead of solving them.

Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation.

Bus and rail expansion, not more cars and pollution!



Pennsylvania Ave. is such an important area for tourism and local residents and is still incredibly difficult to cross. It must be made safer.

support bicycle accommodations.

2026 is too far away. We need these bike lanes sooner.

Make it a pedestrian street with bike lanes that extend through Georgetown. The M Street to L Street connection along PA Ave NW is vital for complete East-West trips and for VA residents using micro mobility vehicles. With the exception of residents and freight, motorists have near universal access to every street in Central DC, with miles of highways to supplement. Give DC residents a pedestrian highway in their own neighborhood.

More bike lanes

Yes to more bike lanes. This will bring much needed bike infrastructure in order to achieve vision zero as fast as we can!

would be better with bus lanes/bus priority

Yeay, more bike lanes!

This bicycle project is essential to support the region's safety, equity, and climate goals.

Do not call it a 'capacity reduction'. You are asking for opposition with a name like that. This is a highly pedestrianized area, so additional pedestrian/bike infrastructure would serve more people

	Yes, but I would also support a simple 4 lane throughout.
	Creating more space for bicyclists (and subsequently reducing vehicle speeds) is key to getting people to consider bicycling.
	Safe cycling infrastructure should be available to everyone so that it is reasonable to bike instead of driving, reducing emissions.
Potomac Avenue Capacity Reduction for New Bus Lane: Potomac Avenue to Arlington/Alexandria Line	This is not a 'capacity reduction!' The buses will be able to move FAR more people than the car lanes.
	support bus lanes
	Yessss remove car lanes and give more dedicated bus lanes!! Better for climate, better for traffic!
	Cut down to 2 please
	I support this, I just hope the bus lane is long enough for good connectivity. I'm not sure how useful a bus lane only spanning the length of Potomac ave would be, but I'm sure studies could answer that question. Either way, a bus lane would be a better use of road space than parking.
	We need to reduce lane capacity to allow greater transit connectivity
	Yes, more efficiency for buses means better business for consumers.
	Thank you for prioritizing public transit and providing people alternatives to driving. This keeps our streets less congested, our air less polluted and moves people around the area the most efficient.
	Yes
	Necessary for the bus service to compete with cars
	Rebalancing ROW and prioritizing transit is key to modal shift.
	This is already two lanes?
	YES - this road is so frickin wide for like the 7 cars that use it. Dedicate it to the bus!
	More effective bus lines feeding transit is an important component of mode shift from cars to transit.
Prentice Drive Extension: Loudoun Station Drive to Lockridge Road (VA 789)	Less roads, more transit please
	Too much traffic already, need more public transportation.
	Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
Randolph Road New BRT: from US 29 to Rockville Pike (MD 355)	Excellent East-West mobility route. BRT (in dedicated lanes) can travel faster than traffic, thereby attracting some drivers to convert to BRT. It's much cheaper & an equitable solution (owning a car costs at least \$10k annually). Bikes can frequently use the BRT lane. This corridor provides access to Metro, schools, medical centers and workplaces.
	This will increase speed and timeliness
	Needed. working class communities in MD are hostile to pedestrians, cyclists and transit areas compared to professional working communities Nothing but strip malls and large roads. We deserve better.
	That road is definitely overbuilt, but does it connect commercial and residential areas? It seems mostly residential. Would a bike lane be better to expand the network?
	Anything for Buses
	Only if it doesn't require road expansion

	BRT should be designed to ITDP BRT Standard of Silver or Gold. It should be center running if possible and include high quality station design, with pre-board fare collection. Service should be designed to support transit-oriented development, with improvements to bike parking at stations and development of protected bike lanes feeding to the stations along major access/egress routes, plus investments in more walkable neighborhoods within 1 mile of stations.
	More east-west transit routes are needed in Montgomery County.
	Montgomery County's planned BRT network is important for achieving regional goals
	BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.
	Increasing BRT would allow more people to leave their cars at home, lessen GHG emissions and traffic congestion, and contribute to economic development.
	This would be great. There are very few east-west routes. This would improve travel in this corridor
	NO!!! BRT expansions should NOT remove "access roads" for any homeowners along the planned routes, which is completely UNFAIR to homeowners along those access roads. Removing their access roads would remove their parking in front of their homes, and put their homes frontage to be right on a major road instead of being protected by the access road barrier, very dangerous for those families!!
Rock Hill Road Overpass Extension: Sunrise Valley Drive to Innovation Avenue (VA 209)	Less roads, more transit please
	Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	Proposed design is oversized, encouraging high vehicle volumes and speeds, and would undermine the walkable, transit-oriented development character envisioned in the area. Project needs to be redesigned with fewer vehicle lanes and then resubmitted.
Rollins Ford Road Extension: Wellington Road to Linton Hall Road	OK
	Less roads, more transit please
	We know that highway widening doesn't reduce congestion going back to the 1930s - almost 100 years. This project should be killed and the resources redistributed to support transit and bike/ped projects in the area instead.
	Extra lanes are terrible for the environment, definitely not vision 0 friendly.
	Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities.
	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
	I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.
	Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality.
	This project would improve the local street grid. However, it will likely have an overly fast design speed and pedestrian and bicycle facilities that are mediocre at best.
	Less roads, more transit please

Russell Branch Parkway Extension: Belmont Ridge Road (VA 659) to Tournament Drive	Extra lanes will fail.
	This new road was planned to enable new housing development. Now the new road will instead serve a new data center complex, which does not need a 4-lane divided road (for private profit at public expense).
	Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	This is an unnecessary sprawl-inducing project that should be immediately canceled.
Shellhorn Road (VA 643) Extension: Loudoun County Parkway (VA 606) to Moran Road (VA 634)	This project gets a perfect 8 out of 8 score in meeting regional goals despite many inconsistencies. It does not implement any TPB strategies, is not expected to significantly reduce fatalities or injuries among any mode of transportation, and doesn't claim to promote, enhance, or support any travel mode options.
	Less roads, more transit please
	NO MORE EXTENSIONS IN NORTHERN VIRGINIA.
Shirely Gate Road (VA 655) Extension: Fairfax County Parkway (VA 286) to Braddock Road (VA 620)	Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	If you are worried about air quality why are you making room for more cars that drive through neighborhoods instead of giving the people who live in neighborhoods greater ability to walk bike and use transit to access community services safely.
	OK.
	Why are so many road extensions in this plan. We need to say enough to induced demand, and actually seriously provide multimodal BRT, bicycle, and pedestrian support in regions around DC. Let's rethink these, and say enough to induced demand. It's time to change our directions and take the data we have on streetscape design seriously.
	Make sure George Mason U isn't adversely affected
	Stop building and expanding roads
	Adding more bike lanes here will only congest our area more. Give people more alternatives than just driving to get around Fairfax and Fairfax County! It's time to give people the option of BRT, trams, streetcars, better, safer bike infrastructure. Save the trees and the wildlife we have too. If we keep expanding our roads and building more eventually we will be a concrete county.
	Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	The project is not consistent with TPB's policy framework. This road extension through forested parkland to create a supergrid of wide, high-speed arterials is misguided. The project would lead to more induced demand and car-dependence, encourage more high-speed and dangerous traffic, and undermine the county's vision for walkable, bikeable and transit-friendly communities and preservation of its tree canopy.
	This road is already well under capacity and extending it is pointless
Stop widening roads for cars!	
Soapstone Drive Overpass Extension: Sunrise Valley Drive to Sunset Hills Road	Why are so many road extensions in this plan. We need to say enough to induced demand, and actually seriously provide multimodal BRT, bicycle, and pedestrian support in regions around DC. Let's rethink these, and say enough to induced demand. It's time to change our directions and take the data we have on streetscape design seriously.
	Less roads, more transit please

	Cars are already provided with excellent connectivity over Dulles Toll Road in this area, pedestrians and cyclists are not. A lighter bridge oriented towards human-powered transportation options would be less expensive to build and maintain while making the immediate surrounding area more attractive for transit-oriented development.
	Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	Proposed design is oversized, encouraging high vehicle volumes and speeds, and would undermine the walkable, transit-oriented development character envisioned in the area. Project should be redesigned with fewer vehicle lanes and then resubmitted.
	Strongly support - roadway will help create a better and more resilient road network across the Toll Road and support transit-oriented development
	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will wake fewer people drive.
South Street Extension: University Drive to Chain Bridge Road	Complete the grid. I don't like roads for no reason, but this is needed for the grid.
	This will disrupt walkability and foot traffic in Fairfax, which is supposed to feel like a small downtown.
	Please modify this project to include more bike and transit lanes. Fairfax city seems perfect for incorporating more bike and pedestrian facilities while reducing car lanes. It is a highly walkable historic area with high population density. The cars detract from it and make it miserable to drive and walk there. Adding more ones won't improve this concern. Plus GMU is there and not many students have cars.
	Fairfax is a shell of itself more lanes will not help the atmosphere.
	GMU should not be a commuter school and should have MORE public transportation!
	Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	Stop widening roads for cars!
Southern Avenue SE Northbound Capacity Reduction for New Bus/Bike Lane: South Capitol Street SE to Barnaby Road SE	support bicycle/bus accommodations.
	Yes! More transit please
	Again, you mean reducing car lanes, right?
	Yes to more methods of public transportation
	If possible include bikes in this vision too
	Yeay, more bike lanes!
	The low number of checkmarks that TPB gives this project for meeting regional goals does not reflect how well this implements TPB priority strategies and meets various goals. TPB staff need to develop an alternative evaluation system. DDOT should also review and revise its project form responses.
Use Pennsylvania Ave SE as the model for how to protect bike riders in a bike/bus combo lane	
Summit School Road Extension: Telegraph	No more four lane street/roads! They are far too dangerous!
	Less roads, more transit please

Road to existing terminus of Summit School Road	We know that highway widening doesn't reduce congestion going back to the 1930s - almost 100 years. This project should be killed and the resources redistributed to support transit and bike/ped projects in the area instead.
	Schools need more public methods of transportation for children, not closed off roads and sprawl.
	Ignore
	Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	Widening roads for cars attracts more drivers and equals more pollution. Stop widening roads!
	This project would expand the local street grid and should improve multimodal access.
Tall Cedars Parkway Extension: US 50 to Air and Space Museum Parkway/VA 28	Less roads, more transit please
	Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will wake fewer people drive.
Town Center Parkway Extension: Sunrise Valley Drive to Sunset Hills Road	As long as it does NOT destroy homes and lands.
	Why are so many road extensions in this plan. We need to say enough to induced demand, and actually seriously provide multimodal BRT, bicycle, and pedestrian support in regions around DC. Let's rethink these, and say enough to induced demand. It's time to change our directions and take the data we have on streetscape design seriously.
	Less roads, more transit please
	This project should emphasize low-speed, multimodal access across the Dulles Toll Road to further enhance sustainable connectivity across such a Grand Canyon of asphalt and noise. Cars are already provided with excellent service by 602 and the county parkway. Pedestrians and especially cyclists are in desperate need of better connectivity to reduce car traffic in a sustainable fashion, and this overpass could further enhance bus service throughout Reston instead of prioritizing private cars.
	Extensions of roads will not work and will only create induced demand. The traffic is already terrible, stop expanding the lanes and invest in more EFFECTIVE public transportation!
	This undermines the new metro station and plans for Reston to urbanize. More car lanes mean more cars, more traffic, more congestion and less walkability in the heart of Reston. Prioritize adding safe bike lanes with protected barriers so people are able to get around Reston without needing a car. A tram or streetcar that revolves around Reston and connects to all the metro stops will also help people avoid making short trips within reston with a car, thus decreasing the number of cars.
	Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	Proposed design is oversized, encouraging high vehicle volumes and speeds, and would undermine the walkable, transit-oriented development character envisioned in the area. Project needs to be redesigned with fewer vehicle lanes and then resubmitted.
	There is a need for more road connections across the Dulles Toll Road for a more robust network and to support transit oriented development without overwhelming existing roads

	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
University Boulevard Extension: Wellington Road to Sudley Manor Drive	This roadway would improve the local street grid. However, it will likely have an overly fast design speed and pedestrian and bicycle accommodations that are mediocre at best.
US 1 Metroway Enhancements: Glebe Road to Evans Lane	Adding lanes does not reduce traffic
	Highly support dedicated transit lanes!!
	Yes! More transit, please
	Enhancements are always great and bring better for the consumer!
	Thank you. Please continue to improve public transit and giving people more options than driving to get around. This increases economic mobility for our area, reduces car congestion, keeps our air cleaner and city safer.
	Yeay, more transit.
	Necessary for the bus service to compete with cars
	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
	Transit improvements like this are how you get people out of single-occupancy vehicles and reduce VMT.
	BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.
	I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.
US 1 New BRT from Ft. Belvoir to Huntington Metro Station	The BRT needs to mix with higher density along its route. It also needs a reconfiguring of the neighborhood bus routes to connect with it, rather than running all of them down the length of route 1 to the Metro.
	Support BRT
	I'd prefer extension of the Metro to Ft Belvoir. While more expensive, this plan should be prioritizing the extension rather than all the highways. However, I would still support a general BRT on this route.
	yes! more transit please
	We love a BRT
	Extremely high priority for our region
	Accessible BRT improves air quality by reducing cars on the road
	Will ease congestion and help those in armed services get to where they need to go.

	Thank you. Please continue to improve public transit and giving people more options than driving to get around. This increases economic mobility for our area, reduces car congestion, keeps our air cleaner and city safer.
	Yes
	Extend metro instead. From Hunington to ft Belvoir, to Lorton, to Woodbridge.
	CSG supports the project but opposes the widening of Route 1 as unnecessary and undermining County plans for a walkable, transit-oriented and more urban Rt 1 corridor.
	This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency.
	Making bus service better/faster is how you convince people to use it.
	BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.
	Yes to the BRT and cycletracks. NO to the jumbo-sized car lanes and dedicated turn lanes that put people in danger and encourage fast, unsafe driving!
More effective bus lines feeding transit is an important component of mode shift from cars to transit.	
Van Buren Road (VA 627) Extension: Dumfries Road (VA 234) to Cardinal Drive (VA 610)	Too expensive
	less roads, more transit please
	Improve VRE instead
	We know that highway widening doesn't reduce congestion going back to the 1930s - almost 100 years. This project should be killed and the resources redistributed to support transit and bike/ped projects in the area instead.
	Increases in roadways makes driving more desirable than transit, increasing emissions and making air quality worse
	Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities.
	Road expansion induces more driving which is bad for pollution. Create more transit.
	Will there be bike/ped facilities? If not, it's not future-oriented and should be nixed.
	This project would improve the local street grid and potentially provide a safe corridor for pedestrian and bicycle travel parallel to I-95. However, PWC is likely to build another overly fast traffic sewer and VMT generator.
	We are against spending \$200,000.000 on the VBR extension. First, as taxpayers (local, state, federal) this seems like an extravagant expenditure of our money for a 2.5-mile road with little value. Second, the VBR extension will create a monumental traffic backup at VBR and Route 234 - an intersection that already backs up in the morning and the evening. Third, the VBR extension would dead end in Batestown Road, a 2-lane road with a 25 MPH speed limit.
Project originated in 1972. Recent projects have improved Route 1 and I-95, eliminating need for another N-S road through residential areas built since 1972. Cost went from \$60M to over \$200M.	
Viers Mills Road New BRT Expansion from Montgomery College, Rockville to Wheaton Metro Station	Bus Rapid Transit can be an important part of a robust transportation system. The buses must be as reliable and frequent as possible. In addition, Viers Mill itself *must* be made safer for pedestrians and bicyclists for a bus line to work as intended. People will not use the bus if they can not get to bus stops safely.
	BRT (in dedicated lanes) can travel faster than traffic, thereby attracting some drivers to convert to BRT. It's much cheaper & an equitable solution (owning a car costs at least \$10k annually). Bikes can frequently use the BRT lane. This corridor provides access to Metro, schools, medical centers and workplaces.

	Support BRT expansion
	YES! This area has many pedestrians constantly entering and leaving buses. This area should be pedestrianized along with BRT and throw in some bike lanes. There's kids biking around this area in danger from cars all the time. Also the bike lane just ENDS at a vehicle merge lane when trying to reach the southbound bus stop at twinbrook prkwy and veirs mill?? Needs to be fixed
	The lack of a reliable connection up Viers Mill road from the Wheaton metro station is actively preventing me from taking metro to an appointment twice a week on that road.
	BRT needs dedicated bus lanes so busses do not get stuck in traffic. Ideally replacing other lanes to keep the road from widening
	Anything to fund Metro
	Yes
	BRT should be designed to ITDP BRT Standard of Silver or Gold. It should be center running if possible and include high quality station design, with pre-board fare collection. Service should be designed to support transit-oriented development, with improvements to bike parking at stations and development of protected bike lanes feeding to the stations along major access/egress routes, plus investments in more walkable neighborhoods within 1 mile of stations.
	BRT must be *proper* BRT to attract passengers. Dedicated lanes, good stations, priority lights, multi door boarding, etc
	More east-west transit routes are needed. This project will improve mobility between Wheaton, Aspen Hill and Rockville.
	Montgomery County's planned BRT network is important for achieving regional goals
	More transit is the answer.
	BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.
	More BRT will get more people out of their cars, reduce GHG emissions and traffic congestion, and increase economic development.
	This would be awesome. It is a very busy route along a busy secondary road. This would significantly reduce the amount of time it takes to travel this corridor and it would be an incentive to take public transportation.
	Bus rapid transit is an economical way to reduce emissions, and if it's done correctly (priority traffic light signals for BRT), can allow people to move around more efficiently than single-use cars.
	Project adds a helpful transit connection to nearby metro to a region in need of it and is likely to reduce VMT in region. Also provides access to population of students and others who may lack a vehicle.
	No
	NO!!! The plans shown will remove "access roads" along Viers Mill road north of Twinbrook Pkwy, which is completely UNFAIR to homeowners along those access roads. Those are small homes, implying lower income; Removing their access roads would remove their parking in front of their homes, and put their homes frontage to be right on a major road instead of being protected by the access road barrier, very dangerous for those families!!
VRE L'Enfant Station and Fourth Track Improvements	What actually fixes traffic? Trains!
	This is great. L'Enfant Station right now does look a bit out of place, but I have to admit that this is silly when you look at the frequency of the VRE. The Station works fine and is surrounded by massive amenities and facilities. No one is here for the VRE station, and I would venture a guess that most people show up rather promptly prior to departure. Move this money to service and infrastructure improvements.

	Yes we need improvements and another station in order to provide better for public transport options here.
	Yeay, more transit!
	Install high capacity guarded/automated bike parking at station with many more shared bikes. Create protected bikeways leading to/from station and adjacent neighborhoods.
	Also improve the pathway to the Metro rail station.
	BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.
	Expanding the operations of Virginia commuter rail is key to meeting climate goals and reducing emissions.
West End Transit Way New BRT from Van Dorn Street Metro Station to Pentagon Metro Station	Yes! More transit please
	Cool brt
	Yes, expand BRT as much as possible. It's one of the best tools we have for reducing congestion, especially deep inside the beltway, where areas should be much more urbanized in general.
	The more transit services there are the better.
	Yes
	Streetcar or metro would be better. BRT is the minimum.
	This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency.
	Transit improvements like this are how you get people out of single-occupancy vehicles and reduce VMT.
Westwind Drive Extension: Loudoun County Parkway to Old Ox Road (VA 606)	BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.
	More effective bus lines feeding transit is an important component of mode shift from cars to transit.
	Less roads, more transit please
Wheeler Road SE Capacity Reduction for Additional Pedestrian Accommodations: Alabama Avenue to Southern Avenue	Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	Strongly support pedestrian accommodations.
	Yes to more methods of pedestrian transport. Without this, pedestrians will continue to struggle, so we need to expand further.
	Yeay, more bike lanes!
	Yes, I support it but it should include protected bike lanes. There are children and folks who commute by bicycle on Wheeler and DDOT has not installed safe infrastructure for them in Ward 8.
	The low number of checkmarks that TPB gives this project for meeting regional goals does not reflect how well this implements TPB priority strategies and meets various goals. TPB staff need to develop an alternative evaluation system. DDOT should also review and revise its project form.
Ward 8 deserves sidewalks.	
Everyone in the city deserves walkable and bikeable neighborhoods, which reduce local air pollution.	

Williamson Boulevard
Extension: Sudley Manor
Drive to Portsmouth
Road

Less roads, more transit please

Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.

I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.

Expanding multi modal transportation options/services is the only way to reduce VMT and thus improve air quality.

This road would improve the local street grid. However, a commitment to include high-quality pedestrian and bicycle facilities (not just dangerous sidepaths) is critical.

VISUALIZE 2050

National Capital Region Transportation Plan

March 2024 Public Comment Opportunity

Comments from Individuals via MetroQuest on General Purpose Roadway Projects

Relocation/Reconstruction

Intersection/Interchanged/Ramp
Improvement

Roadway Widening/Grade Separation

New/Widened Bridge

PROJECT	COMMENT
Annapolis Road (MD 450) Widening: Stonybrook Drive to West of Crain Highway (MD 3)	Adding lanes does not reduce traffic
	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
	I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.
Braddock Road (VA 620) Widening: Fairfax County Parkway (VA 286) to Ox Road (VA 123)	There's already enough lanes. Invest in transit options for commuters to George Mason University and otherwise.
	Fairfax county already road dieted their section that this connects to. What a pathetic waste
Branch Avenue (MD 5) Widening: US 301 (North Junction) to north of I-95/I-495	I like the bike trail as an access along Arlington into Georgetown. Depending on the specific improvements, I would be in favor of greater access and networking into neighborhoods for this trail.
	Sure, but you won't improve yourself out of a median.
	Extremely high priority for our region.
	Don't put trails inside of the sound barriers please!
	Flexibility is needed to achieve vision zero. Especially in regards to transportation choice!
	what does this entail? If it's truly multimodal, then "yes"
	Caution: Multimodal improvements is often bullshit language for nothing much useful. Please be more specific.
	Multimodal improvements are great, actually noticed by users on foot, bike, and bus.
	BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.
	I don't trust that word "improvements." What exactly are you talking about?
Buckeystown Pike (MD 85) Widening: English Muffin Way to north of Grove Road	Adding lanes does not reduce traffic
	Remove the Manassas Battlefield Bypass (2 projects on list). Parts of this are the same as the proposed Outer Beltway/BiCounty Parkway and would harm the battlefield and Rural Crescent. Coalition for Smart Growth has offered local street and roundabout alternatives.
	Less roads, more transit please

	<p>This road has far too many businesses and driveways to be safe with more lanes. It is already terrifying to drive in this area where the existing widening has occurred. 85 should NOT become a highway. I try to avoid this area since the existing 85 widening project began.</p>
	<p>I believe adding a way to get to this area without a car (i.e., bike, walking, bus) would be more productive and cost effective.</p>
	<p>Absolutely not! It would be building a highway through an economically disadvantaged area. People will have to have their homes bought but there is very little affordable housing in Prince William County for them to move to. It would also run along a stream bed with a long history of flooding. This stream bed would be better as a linear park for this area.</p>
	<p>Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.</p>
	<p>Support other local alternatives that do not harm stream valleys and neighborhoods</p>
	<p>Highway widening does not meet VMT, congestion, climate goals.</p>
	<p>I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.</p>
	<p>This is a key element to the South Frederick Corridor Plan now awaiting approval by the County Council.</p>
	<p>We have MORE THAN ENOUGH ROADS. Stop widening roads for cars!</p>
	<p>I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.</p>
<p>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality.</p>	
<p>This highway would be a VMT and sprawl generator, would create new bottlenecks and congestion, lacks a significant high-capacity or HOV/HOT component, would establish a major highway barrier between the neighborhoods on either side, lacks a commitment to include appropriate active mobility components, and would displace scores of affordable homes in a floodplain that should instead be developed as a much-needed regional park. It would be largely funded by PWC bonds, largely for non-PWC drivers.</p>	
<p>Chain Bridge Road (VA 123) Widening: Old Courthouse Road (VA 677) to Great Falls Street (VA 634)</p>	<p>Adding lanes does not reduce traffic</p>
	<p>Tysons Corner does not need wider highways, it is already a brutal and miserable concrete jungle. Find ways to improve transit instead!</p>
	<p>Road is already wide enough.</p>
	<p>The only part of this project I support is the addition of bike lanes, as this area is very dangerous to navigate right now (especially at the intersection of 123 and Lewisville Rd.). Otherwise, the assertion that widening this section of 123 will improve the environment and livability of this area is flat-out false. I suggest removing the right turn lanes northbound and add a wide, vegetated median to improve the pedestrian experience and to return a sense of human scale.</p>

Planning should be geared to reducing the need for more travel lanes, which only induce more driving and congestion.
HORRIBLE idea. Metro is right there. Make it a more pleasant place to be without a car!
Please, widening roads in the middle of the city is the exact opposite of what Tyson's needs to be a more livable walkable place. People shouldn't but be encouraged to drive here.
This road is so wide already. The future of this road is decidedly not inducing even more traffic demand on it. Add a bus lane or something, there's plenty of space to do so. Add some trees, widen the sidewalks. There is no reason to give even more space to cars. This will not help keep pollution down at all.
Doesn't seem very wise or safe to widen this road if Tyson wants to be America's Next Great City...would interfere with the walk ability of this area and continue to split the community into 2. If anything, this road needs a reduction.
Induced automotive demand from road widening will worsen particulate pollution.
Further widening Chain Bridge Rd is wasteful and undermines the walkable, transit-oriented vision for Tysons. TPB's evaluation score giving this project 8 out of 8 checkmarks for supporting regional goals is a clear example of how the Visualize 2050 process to date does not comply with Board resolution R19-2021.
This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
Further widening this already expansive highway within the Tysons and McLean area would undermine investments in the Silver Line and a transit-oriented, walkable Tysons. This project somehow gets a perfect 8 for 8 score in meeting regional goals from TPB, despite not actually listing any TPB priority strategies that it supports or helping the region meet its GHG reduction goals.
I oppose: Dulles Airport Access Road Widening: This outdated \$400M proposal is unnecessary and would undermine the region's major investment in the Silver Line. I-95 Express Toll Lanes Widening: Oppose further widening; support flexible strategies. I-495 Southside Express Toll Lanes: VDOT failed to examine alternatives; plan creates bottlenecks and blocks future rail conversion. US 50 Improvements: Remove widening plans; support STARS safety recommendations and BRT study.
NO - STOP WIDENING ROADS FOR CARS. You are making air quality and traffic worse!
Ridiculous! Why would you even consider road widening in an area where we should continue Silver Line investments and focus on multi-modal priorities, active transportation, and walkability. Unbelievable.
The continued widening of this road is insane. It has already created one of the worst pedestrian environments in the region, and further expansion will only serve to make development in this area worse.
please do not widen. it will be very unpleasant to walk and bike there. more cars is not a good thing

<p>Clopper Road (MD 117) from west of Game Preserve Road to I-270 Interchange Improvements</p>	<p>This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.</p> <p>more roads violate our transit, safety, and air quality improvement goals</p> <p>Include entrance to I-270 traffic lights for merge control</p>
<p>Collington Road (MD 197) Widening: Kenhill Drive to Annapolis Road (MD 450)</p>	<p>Adding lanes does not reduce traffic</p> <p>This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.</p> <p>I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.</p>
<p>Columbia Pike (US 29) at Tech Road/Industrial Road and Stewart Lane/Greencastle Road/Blackburn Road Interchange Improvements</p>	<p>This project would improve the local street grid and potentially provide a safe corridor for pedestrian and bicycle travel parallel to I-95. However, PWC is likely to build another overly fast traffic sewer and VMT generator.</p> <p>We are against spending \$200,000.000 on the VBR extension. First, as taxpayers (local, state, federal) this seems like an extravagant expenditure of our money for a 2.5-mile road with little value. Second, the VBR extension will create a monumental traffic backup at VBR and Route 234 - an intersection that already backs up in the morning and the evening. Third, the VBR extension would dead end in Batestown Road, a 2-lane road with a 25 MPH speed limit.</p> <p>Project originated in 1972. Recent projects have improved Route 1 and I-95, eliminating need for another N-S road through residential areas built since 1972. Cost went from \$60M to over \$200M.</p>
<p>Devlin Road (VA 621) Widening: Linton Hall Road to Wellington Road</p>	<p>Maybe, if this road is designed appropriately and provides effective and safe active mobility components.</p>
<p>Dulles Airport Access Road Widening: Dulles Airport to I-495</p>	<p>OPPOSE widening Dulles access road and I-495</p> <p>Took the train home from dulles. Calming experience. Much better than driving through NOVA into MD. No widening is needed. More mass transit options are needed. Purple line needs to cross the river where its most needed</p> <p>Please improve sidewalks and bike Lanes first</p> <p>There is not enough congestion on this road to warrant the expansion.</p> <p>This outdated \$400M proposal is unnecessary and would undermine the region's major investment in the Silver Line.</p>

	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
	Strongly oppose. This would work against encouraging Metro use on the Silver Line to the airport. Daily commuters in the main lanes are paying very high tolls to subsidize those driving free to the airport. Also let buses use the Airport Access Road again!! (MWAA has stopped buses from using the express airport road). Only add lanes to the Airport Access Road if converted to Express Lanes to support faster, more reliable bus transit and more options.
	Proposal is unnecessary and would undermine the region's major investment in the Silver Line.
	We already spent a lot of money on the silver line.
Dulles Toll Road (VA 267) Ramp Construction: New Boone Boulevard Extension at Ashgrove and Greensboro Drive at Tyco Road	Adding lanes does not reduce traffic. Multi-lane ramps are always a nightmare of aggression and messy merging.
	Oppose new ramps to Dulles toll road
	Building more lanes creates traffic, it does not solve it
	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
	Proposal is unnecessary and would undermine the region's major investment in the Silver Line.
Dulles Toll Road (VA 267) Ramp Widening: SB I-495 off Ramp 19A to Scotts Run Crossing	Adding lanes does not reduce traffic
	Does a 3-travel lane offramp ever make sense. It encourages speeding and the "but heads" who are always trying to get another car length or two ahead by squeezing into the merge area.
	We built the metro for a reason. Don't make it easier for people to drive when other options exist
	Widening never fixes traffic
	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
	NO - STOP WIDENING ROADS FOR CARS. You are making air quality and traffic worse!
East Elden Street (VA 606) Widening: Monroe Street to Fairfax County Parkway (VA 286)	Monroe St is inside an increasingly urban area where widening travel lanes will both induce unwanted automotive demand and also endanger pedestrian lives with higher speed traffic.
	would destroy downtown herndon. do not do this

<p>Fairfax County Parkway (VA 286) Widening: Ox Road (VA 123) to Lee Highway (US 29)</p>	<p>This is a wooded and residential area, the lanes should not be widened.</p>
<p>Fairfax County Parkway (VA 286) Widening: Sydenstricker Road (VA 640) to Ox Road (VA 123)</p>	<p>Already enough lanes. Please retain bike Lanes NO - STOP WIDENING ROADS FOR CARS. You are making air quality and traffic worse!</p>
<p>Frederick Freeway (US 15) Grade Separation at Biggs Ford Road and Widening: North of Biggs Ford Road to I-270</p>	<p>Adding lanes does not reduce traffic Appears in wrong location? Absolutely not. These drivers then use the east side of DC to get downtown. We need to encourage transit. This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. This seems to be mapped in the wrong place on the interactive map. I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. This I-66 Express Lanes should be optimized for effective express bus service.</p>
<p>Georgia Avenue (MD 97) Widening: MD 390 to MD 192/Forest Glen Road</p>	<p>Adding lanes does not reduce traffic. Seriously - 8? Chill, dude Georgia Ave. is already a very fast, unsafe road for pedestrians and bicyclists. It does not need to be widened. This is already a scary road for pedestrians and cyclists. Widening it is insane and goes against making the area more hospitable for people not in cars. No no no! Toll the Beltway, all lanes, and you'll see less traffic at this interchange too. Project is mischaracterized, as it is converting an undivided, reversible-lane operation in the center lane to a divided facility. It is a lane reduction in some areas and not a lane addition at all Classic induced demand, you are making the problem worse. Public transit should be invested in instead of the fallacy of lane widening. Noooooo! Georgia ave needs BRT ALL THE WAYYYYYY. One more lane will NOT solve anything Please improve bike Lanes first This would make this already dangerous and congested corridor more dangerous and more congested. Please use the existing ROW to expand bike and pedestrian access. This is a dense, semi-urban area. No more room for cars is needed. This is completely inconsistent with the changes being made on Georgia Avenue north of this location to slow the traffic and narrow the lanes. Additionally, buildings are built close to the existing roadway and there is not room to add lanes. Bike lanes should be added within the existing roadway.</p>

	<p>This section of road is already dangerous, hostile to pedestrians, bicyclists, transit users AND local businesses, and negatively impacts everyone who lives near this road. It needs to be put on a diet, not widened, or have a BRT lane installed. Tons of buses travel this road on their way from Olney/Aspen Hill down into Silver Spring, and they're all stuck in traffic. It makes getting into Silver Spring a major barrier.</p>
	<p>LOL no. It's too wide already.</p>
	<p>This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.</p>
	<p>Widening Georgia Ave in no way solves any of its many issues. More cars will not solve congestion, safety issues.</p>
	<p>I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.</p>
	<p>This isn't a highway. Calm the traffic, slow the traffic. People live along this road. Prioritize slower traffic, pedestrians, and bikes, in road design.</p>
	<p>georgia ave is already far far too wide, making it one of the deadliest roads in Montgomery county, I support narrowing the road to 6 (if not 4) lanes, to promote safety and air quality. doing other wise is admitting that Montgomery county air safety goals are lies</p>
<p>Goshen Road South Widening: South of Girard Street to 1,000 ft north of Warfield Road</p>	<p>Adding lanes does not reduce traffic</p>
	<p>Highly support dedicated transit lanes!!</p>
	<p>Yes! More transit, please</p>
	<p>Enhancements are always great and bring better for the consumer!</p>
	<p>Thank you. Please continue to improve public transit and giving people more options than driving to get around. This increases economic mobility for our area, reduces car congestion, keeps our air cleaner and city safer.</p>
	<p>Yeay, more transit.</p>
	<p>Necessary for the bus service to compete with cars</p>
	<p>This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.</p>
	<p>Transit improvements like this are how you get people out of single-occupancy vehicles and reduce VMT.</p>
	<p>BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution.</p>
	<p>I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.</p>

Hooes Road (VA 636) Widening: Fairfax County Parkway (VA 286) to Silverbrook Road (VA 600)	Please improve bike infrastructure first
	NO - STOP WIDENING ROADS FOR CARS. You are making air quality and traffic worse!
I-70 Widening: Mt. Phillips Road to west of I-270	Adding lanes does not reduce traffic
	Improve MARC instead
	This is a local country road. Widening to highway levels would be inappropriate for the area.
	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
	Highway widening does not meet VMT, congestion, climate goals.
	I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.
	Critical freight corridor.
I-95/I-495 at Greenbelt Metro Station Interchange Improvements	Makes Tyson's more desirable for TOD.
	We have the silverline coming through here. This would be a perfect place to add pedestrian, bicycle, or other transit. Instead, we're yet again proposing more roads in an area that's already served by enough lanes. Enough to induced demand, let's actually think differently in this.
	This interchange was a nightmare driving to/from UMD College Park
	tyson is already a hellish landscape for pedestrians. Arent we adding housing and trying to make this more walkable for people? widening already huge roadways will detract from that greater goal.
	There has been some basic level of movement trying to bring walkability into this area. Widening here moves things the wrong way.
	Induced deman is not what we need in tysons
	Extended lanes will not achieve vision zero.
	Adding more car lanes does NOT solve traffic, but rather creates more induced demand. This will only clog up more air in the Tysons area and make the area less walkable and bike-friendly. Prioritize BRT, trams, streetcars and alternatives to driving for people to get around!
	Further widening this already expansive highway within the Tysons and McLean area would undermine investments in the Silver Line and a transit-oriented, walkable Tysons. How can this possibly meet air quality goals when we are trying to encourage the success of Silver Line Metro?
	Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.

	<p>Every dollar put into getting cars to move faster through our neighborhoods is a dollar used to add more pollution (air AND tire; tires are a large portion of microplastics) to the environment, as well as carbon emissions.</p>
	<p>We shouldn't encourage driving next to a Metro station</p>
	<p>Ensure that road is limited to two vehicle lanes, with ped and bike accommodations.</p>
	<p>Tysons needs a better road network and alternatives to Route 7</p>
	<p>This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.</p>
	<p>Increasing lanes is not the future we need for tysons</p>
	<p>I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.</p>
	<p>we do not need a hight way interchange at a metro station. to even consider such a travesty makes a mockery of state and county air quality, road safety and climate goals</p>
	<p>Replace general lanes with HOT and/or bike lanes! Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.</p> <p>Wider roads are wider barriers for communities and businesses that cross them.</p> <p>Lane additions move and intensify traffic bottlenecks instead of solving them.</p> <p>Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation.</p>
<p>Indian Head Highway (MD 210) at I-95/I-495 and MD 228 Interchange Improvements</p>	<p>I don't see what this has to do with Visualize 2050 standards</p>
	<p>This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.</p>
	<p>I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.</p>
<p>Extend the orange line here instead</p>	

James Madison Highway (US 15) Overpass Widening: 1000 ft North of Railroad Tracks to Lee Highway (US 29)	This could improve safety and multimodal access.
Landover Road (MD 202) at Brightseat Road Intersection Improvements	Support with changes - this projects, as currently designed, is oversized (4- and 6-lanes) to create expensive high-speed, high-volume traffic corridors, rather than walkable, transit-oriented places.
	A new road for cars will make traffic worse, not better
	Interchange is currently impossible for pedestrians. Please include treatments to improve environment for those without car!
	A ring road in this area would be the opposite of sustainable development progress.
	Absolutely not, this will bring dreadful results and add more traffic to the already congested seven corners. We do not need to have more induced demand in Northern Virginia.
	Prioritize other methods of transportation instead of dumping more cars on the road by building more car lanes. Explore BRT options, bike-friendly options, even trams or streetcars. Create more economic mobility giving people more choices than having to use a car to get anywhere!
	Adding a new ring road would make seven corners worse
	New roadways induce unwanted automotive demand for said infrastructure. Adding a bicycle trail would provide a viable path for bicycle transportation without encouraging car traffic.
	Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
	This is not enough detail for the public to comment. What kind of improvements?
	Provisionally would support this with the inclusion of the BRT for VA7 in this plan and if the new roadway is kept as narrow as possible with minimal travel lanes.
	Road expansion induces more driving which is bad for pollution. Create more transit. In fact, create any way to navigate 7 corners not in a car.
	We need to be focused on mode shift for the drivers clogging the roads around Seven Corners, not inducing more demand for the same finite road space.
	The new local street grid is important but the proposed design is oversized and would undermine the walkable, urban character envisioned in the redeveloped Seven Corners core. Project needs to be redesigned with fewer vehicle lanes and then resubmitted.
More roads won't make traffic better	
Again, no evidence this is connected to the Visualize 2050 standards	

	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
	I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.
	We need to make the roads narrower and easier to cross safely on foot and by bike. I live 2 miles from 7 corners. I want to ride my bicycle there safely to shop and go to restaurants there. Please make this area safe for us and the next generation.
	Support with changes to reduce project size to a scale appropriate to transit-oriented, walkable and bikeable communities
	Expanding the road for more cars? You'll just get more cars and more pollution. What are you doing to prioritize people walking and biking??
	Give pedestrians priority and safety by giving pedestrian signal lights a head start. If this is to be a signalized traffic circle, do not allow right-on-red for road vehicles. Install cameras for traffic light and speed enforcement. Reduce conflict points as much as possible. Consolidate+reduce adjacent driveways to reduce conflict points and improve safety too
	The Ring Road is much needed!
Lee Highway (US 29) Widening: John Marshall Highway (US 55) to Pageland Lane	That's not needed for data centers
	No need. This area is destined to become an industrial data center wasteland.
Lee Highway (US 29) Widening: Union Mill Road (VA 659) to Buckleys Gate Drive	Redesign planned but overly wide new roads intended to provide local safe street grids. These projects, as currently designed, are oversized (4- and 6-lanes) to create expensive high-speed, high-volume traffic corridors, rather than walkable, transit-oriented places. Invest in public transportation powered by renewable energy instead of car transit that contributes to the climate crisis
Leesburg Pike (VA 7) Widening: Chain Bridge Road (VA 123) to I-495	Adding lanes does not reduce traffic
	Tyson's Corner does not need wider highways, it is already a brutal and miserable concrete jungle. Find ways to improve transit instead!
	No no no. Widening this already wide highway goes against the idea of making this area more pedestrian friendly. With all the new apartment buildings, we should instead be looking at how to NARROW this road, not widen it.
	Dude no just no. Tyson's is terrible already. This will just make it worse. Purple line to tysons. Work with us here, VA
	Build the VA 7 BRT!
This makes choosing metro over driving a very difficult choice and will encourage more emissions	

	<p>These "roads" are extremely hostile to pedestrians as it is. They are so, unbelievably large, currently. I just can't imagine how we could be considering widening them while simultaneously talking about how we are trying to "transform" tysons into a "walkable" urbanized city.</p>
	<p>Hell no for the love of god please don't make Tysons any more of a car sewer than it already is!</p>
	<p>We want Tysons to be more pedestrian and people friendly with the metro and future vision, and yet, we are considering turning route 7 into an even more unpleasant place to be outside of a car? Add transit, widen sidewalks, add trees, just don't widen the road even more.</p>
	<p>Induced demand will worsen air quality when the number of lanes is increased.</p>
	<p>Remove and replace with a Route 7 BRT project that does not add even more lanes to this overly wide highway.</p>
	<p>How in God's green earth does this support making Tyson's a more walkable community? VDOT is totally behind the times and now seems like the regions biggest obstacle to reducing VMT.</p>
	<p>Further widening this already expansive highway within the Tysons and McLean area would undermine investments in the Silver Line and a transit-oriented, walkable Tysons. This project somehow gets a perfect 8 for 8 score in meeting regional goals from TPB, despite not actually listing any TPB priority strategies that it supports or helping the region meet its GHG reduction goals.</p>
	<p>this corridor needs to rely on silver line, bus, bike, and pedestrian infrastructure. more car lanes will only create more traffic jams</p>
	<p>NO - STOP WIDENING ROADS FOR CARS. You are making air quality and traffic worse!</p>
	<p>Add Rt 7 BRT to the plan. This section of Leesburg Pike is already super-wide.</p>
	<p>The continued widening of Route 7 in Tysons corner is insane. There is no more space left in this area, and there must be alternative travel options developed to further support expansion.</p>
<p>Leesburg Pike (VA 7) Widening: Route 9 to West Market Street</p>	<p>Widening route 9 will achieve nothing. Get people out of cars instead. Keep Loudoun beautiful.</p>
<p>Leesburg Pike (VA 7) Widening: Seven Corners to Bailey's Crossroads</p>	<p>Adding lanes does not reduce traffic</p>
	<p>No no no. Widening this already wide highway goes against the idea of making this area more pedestrian friendly. Widening it discourage the area from becoming more walkable and urban.</p>
	<p>We don't need any new lanes in Seven Corners. We need the implementation of the entirety of the Seven Corners Phasing Study to revamp the entire intersection.</p>
	<p>Classic induced demand, you are making the problem worse. Public transit should be invested in instead of the fallacy of lane widening.</p>
	<p>No more road widenings!!</p>
	<p>Build more transit here, not more vehicle lanes. Adding more lanes will not solve traffic long term.</p>
	<p>Remove and replace with a Route 7 BRT project that minimizes widening</p>

	<p>This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.</p>
	<p>Not what this area needs.</p>
	<p>It worth your life to walk across the road now. 6 lanes would be horrifying. We need safe, protected bike lanes and safe, frequent crosswalks. We need to be able to bike to businesses (restaurants, grocery stores) within 3 miles, instead of having to get in a car to go 1 to 4 miles. For longer rides frequent mass transit should be a reasonable quick option. We don't need more lanes. Cars shouldn't be the only option and they shouldn't be the preferred, most subsidized option.</p>
	<p>this corridor needs bus, bike, and pedestrian improvements to make a better transportation system. widening for vehicle lanes will only create more traffic and be dangerous for pedestrians and bikes</p>
	<p>NO - STOP WIDENING ROADS FOR CARS. You are making air quality and traffic worse!</p>
	<p>please don't do this it will be so unfriendly to people walking and biking</p>
<p>Leesburg Pike Bypass (VA 7 Bypass) Widening; Dulles Greenway (VA 267) to East Market Street (VA 7/US 15 East)</p>	<p>Please do not tarnish the beautiful nature of western Loudoun county with an even wider gash running through its heart</p>
<p>Little Seneca Parkway Widening: Frederick Road (MD 355) to Observation Drive</p>	<p>Adding lanes does not reduce traffic</p>
	<p>This "road" does not exist. Maintain and improve existing roads.</p>
	<p>Widening lanes will not fix traffic</p>
	<p>Support as long as no homes or family land is taken.</p>
	<p>Mores lanes invites more traffic and worse air quality.</p>
	<p>This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.</p>
	<p>I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.</p>
<p>New Dorsey Mill Road Bridge over I-270 from Century Boulevard to Milestone Center Drive</p>	<p>Adding additional lanes does not reduce traffic</p>
	<p>Just toll the lanes that are already there.</p>
	<p>Oppose all expansions of I-495 and I-270</p>
	<p>How can you claim this enhances access, transit, or reduces greenhouse gases? We need more multimodal development, and this project is a gigantic waste of limited funds to prioritize those who can afford toll lanes on an already very large interstate.</p>

How about a bridge for some rail
More car lanes won't help traffic
This is a terrible idea, the highway is already insanely wide. Adding more lanes will only induce more demand and more congestion. The highways are already so large and road repairs are so costly. Do not widen the highway!
Road is already relatively new and adding more lanes is proven to increase travel times, area already has a lot of drivers darting access road and more lanes will only exacerbate the issue. Also the area where the actual traffic jam starts (I-495 inner loop at chain bridge rd) is already under development, every stretch before that doesn't tend to have traffic jammed up.
Please reject the toll lanes with their \$50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm
This will not ease the congestion, it is just an income garnering activity.
This project should prioritize enhancing safe access for pedestrians and cyclists.
Multiple lanes on the interstate is horrible.
No
Adding even one lane will induce demand for road infrastructure, causing even more particulate matter pollution.
Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
HOT lanes are inequitable. Also, toll roads suck. And road expansions induce more demand. Create more transit instead.
Widening already wide roads exacerbates congestion, air pollution, etc.
Just one more lane, bro, I promise this time it'll work
This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will wake fewer people drive.
I approve of replacing an aging bridge, but don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.
Highway widening is the very last thing we should be doing. Personal vehicle use is the largest polluter in terms of air quality. We should be focusing on expanded transit like more metro rail, weekend and expanded marc brunswick service, and bus rapid transit.
One more lane bro, that will definitely fix it. Why do we have such stupid engineers?
Widening roads for cars does not reduce pollution-it makes it worse!!!

	I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.
	Expanding multi modal transportation options/services is the only way to reduce VMT and thus improve air quality.
	Stop advancing plans for single occupancy vehicles. We don't need the induced traffic or environmental effects.
	You're just adding lanes. That empirically harms safety, access, traffic flow, and undermines local+state environmental goals.
	More lanes encourages unsafe driving.
	Wider roads are wider barriers for communities and businesses that cross them.
	Lane additions move and intensify traffic bottlenecks instead of solving them.
Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation.	
No new exit on I270, simply bridge from one side to the other over the highway	
Nokesville Road (VA 28) Widening: Fauquier County Line to Fitzwater Drive (VA 652)	Terrible idea.
	This project would promote more VMT, sprawl, and long-distance commuting from Fauquier and Culpeper Counties. The widening of Rte 28 to the east was mistaken and overdone.
Norbeck Road (MD 28) Widening: Georgia Avenue (MD 97) to Layhill Road (MD 182)	Adding lanes does not reduce traffic
	Norbeck Road is already a very fast, unsafe road. It does not need to be further widened.
	Norbeck and Georgia are sufficiently wide and widening would lead to loss of green space and homes
	No
	Endorse as long as it does not take any homes or family land.
	Adding lanes will just invite more traffic and more traffic means worse air quality.
	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
	I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.
This isn't a highway. Calm the traffic, slow the traffic. People live along or nearby this road. Prioritize slower traffic, pedestrians, and bikes, in road design.	

	widening and expanding roads would only make the road more dangerous and promote traffic deaths and poor air quality
North Fort Myer Drive Reconstruction: North Nash Street to north Fairfax Drive	More lanes means more traffic and more pollution. Invest in public transit instead.
	This road is so dangerous to bike on!! Needs to be reconstructed so cars slow down!!
	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
Old Ox Road (VA 606) Widening: Shaw Road to Rock Hill Road	The traffic backups that occur in this area are due to poor traffic light timing. De-emphasize crossing traffic at Shaw Rd and give the traffic on Old Ox longer light times
	The widening of this road will not work with the Herndon roadway network. There are other, more beneficial connections other than this one.
Ox Road (VA 123) Widening: US 1 to the Occoquan River	Ditto previous comment on buses instead of more lanes.
	Woodbridge deserves a WMATA metro stop at this point jeez. Traffic is abhorrent down there
	NO - STOP WIDENING ROADS FOR CARS. You are making air quality and traffic worse!
Ox Road (VA 123) Widening: Weatherly Way to Fairfax County Parkway (VA 286)	There are already enough lanes. This is also right before a turn to a County park.
Pageland Road (VA 704) Widening: Sudley Road (VA 234) to Lee Highway (US 29)	We don't need to help the data centers.
	No need for significant widening. This corridor will become an industrial wasteland.
Pennsylvania Avenue (MD 4) Widening: I-95/I-495 to Woodyard Road (MD 223)	Adding lanes does not reduce traffic
	Need BRT or rail between Bethesda and Tysons.
	Just toll the lanes that are already there.
	The project would be extremely destructive and ineffective – harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. MDOT failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit, demand management, pricing and incentives. 2 managed lanes in each direction
	Please remove Toll Lanes from Viz 2050. We need equitable solutions (BRT, TOD) that encourage less driving and therefore fewer emissions.

I do not support any of these Toll Lane projects. Expanding highways has several problems: induced demand increases sprawl (fuels emissions and encourages driving), it's inequitable (owning a car costs at least \$10k a year, whereas transit is a much cheaper solution), only people who pay high tolls get a speedy ride -- everyone else is still stuck in traffic.

Oppose adding express toll lanes on I-495

How can you claim this enhances access, transit, or reduces greenhouse gases? We need more multimodal development, and this project is a gigantic waste of limited funds to prioritize those who can afford toll lanes on an already very large interstate.

Toll lanes slow down traffic. I personally believe that it is just a grab for more revenue. I think dedicated bus lanes would make better sense, especially if the concern is for air quality and lower emissions. An electric bus fleet would be a better option.

Absolutely needed for the region to commute with reasonable travel times.

No new toll lanes. Just fix the G/W interchange and expand the AL Bridge.

If new toll lanes are being implemented, they should replace existing travel lanes, expansion should be focused on transit options.

While this is better than nothing, the only change that will actually solve traffic at this bridge is mass transit. Multiple BRT lines, and extend the purple line to Tyson's.

This is a terrible idea, the highway is already insanely wide. Adding more lanes will only induce more demand and more congestion. The highways are already so large and road repairs are so costly. Do not widen the highway!

Too costly, environmental harm, won't solve the problem, and not fair to all people.

Too much impact in communities. There are at least ten schools within 1/2 mile of the course of the proposed road and some of the schools are less than 1/4 mile. The decreased air quality and increased noise will be damaging.

I don't believe this is an appropriate or fair use of taxpayer dollars and it won't help regional transportation issues.

Do not do this project/very poorly thought out, detrimental to the residents & environment.

Terrible idea for the community and the environment. Look for better options please ! Do not widen 495 or 270!

Please reject the toll lanes with their \$50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm.

This will not ease the congestion, it is just an income garnering activity.

The project is too expensive, will interfere with the quality of life near the road and almost certainly not solve the congestion problem. As "The Power Broker" taught, building more roadway does not solve congestion. The new lanes quickly fill. Getting in from Virginia there are horrible backups where the toll roads empty into normal lanes.

No

reject the toll lanes with their \$50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm

No

Toll Lanes make traffic worse. Why are we making the existing choke points worse? There is only one bridge. We need an outer beltway with a new bridge over the Potomac.
VDOT's outrageously expensive toll lanes only help state gather some revenue but don't help any traffic. Pure tax and spend scheme.
I do not support this project.
No
Adding toll lanes makes traffic worse and discriminates against class.
We need other alternatives to road expansions. Road expansions increase pollution and do not solve transportation issues.
All evidence points to road widening projects' failure to reduce congestion. Therefore, each of these projects will likely increase congestion, and will definitely increase greenhouse gas emissions. Please do not approve this or other road widening projects in this plan.
The road is already overcrowded and this would exacerbate that issue.
Express lanes do not help with traffic and encourage speeding.
I am strongly opposed to espress toll lanes - they only benefit the wealthy
Please reject the toll lanes with their \$50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm.
The ALB has become the main street for the DMV. Can there be a reliable circulator bus/ rail that connects Tysons/McLean with Bethesda Chevy Chase? I have to take public transportation to the center of DC in order to get to Bethesda. Also, I hope the grades for the bike lanes across the ALB are modest, and that the bike lanes are integrated into a NoVA/Montgomery- county bike network.
This project comes with real harms to people and the environment, and MDOT and FHWA ignored important aspects of that harm while reviewing the project
Much harm and little benefit. And the small benefit will be temporary. The harm will not.
I don't support this project.
no
Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.
This road must not get widened. I live two blocks off of Pennsylvania Ave SE in DC. This county traffic then proceeds into DC, making our roads dangerous and impacting air quality. People need to use transit.
HOT lanes are inequitable. Also, toll roads suck. And road expansions induce more demand. Create more transit instead.

	No more highway widening. See Katy highway in Houston for lessons on what NOT to do
	Widening leads to induced demand. More cars=more emissions, more microplastics from their tires, more pollution, more money funneled away from projects that could improve the environment and lives of the neighborhoods around these highways.
	Strongly support - this stretch of the Beltway is extremely congested. Express lanes will support carpooling, express bus service, and provide an option for those who need to get places more quickly and are willing to pay (use some of the toll revenue to support new express bus service)
	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
	Tolls support the wealthy increasing inequality, worsen congestion for the majority, provide taxpayer jeopardy, and bring enormous environmental harm. Please do not move forward with this antiquated way of dealing with population growth and support other studies.
	How about investigating an outer beltway to keep cars that are moving through the area away from the close in suburbs?
	We shouldn't be expanding highways at this critical climate juncture. We need to be focused on modal shift - HOT lanes are not the solution.
	We need to prioritize transit funds to mass transit and not Lexus Lanes
	Because induced demand means these toll lanes will become congested eventually, it is better to spend money on projects giving people alternatives to single occupancy cars, such as transit, safer bike infrastructure etc...
	I don't approve of HOV toll lanes. I do approve of dedicated bus transit lanes without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.
	I don't approve of HOV toll lanes. I do approve of dedicated bus transit lanes without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.
	I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.
	I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.
	Highway widening is the very last thing we should be doing. Personal vehicle use is the largest polluter in terms of air quality. We should be focusing on expanded transit like more metro rail, weekend and expanded maric brunswick service, and bus rapid transit.
Toll lanes benefit the few who can afford it.	
Transpooration funds should be put towards public transit, walking and biking infrastructure.	

I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.

Expanding multi modal transportation options/services is the only way to reduce VMT and thus improve air quality.

Stop advancing plans for single occupancy vehicles. We don't need the induced traffic or environmental effects.

Unless paired with plans to add/expand BRT, this is not likely to improve transit in the region or reduce congestion.

Replace general traffic lanes with HOT! Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.

Wider roads are wider barriers for communities and businesses that cross them.

Lane additions move and intensify traffic bottlenecks instead of solving them.

Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation.

Express toll lanes do not solve our transit or air quality problems.

Add lanes to the bridge but NO TOLL LANES! NO LEXUS LANES INCREASING INCOME INEQUALITY TO PROVIDE THE WEALTHY A WAY TO AVOID THE TRAFFIC WE ALL MUST DEAL WITH. OPEN LANES FOR ALL TO USE WITH CLIMATE EFFECTS MITIGATION REQUIRED.

Implement the following for any lane additions!
https://www.youtube.com/watch?v=Qbv_dtwTGDo

I am opposed to I-495 Express Toll Lanes Northern Expansion, because the American Legion Bridge may need to be repaired. Just not an unnecessary expansion that would be paid for by Maryland tax payers.

No. Stop choking our national capitol with roads owned and monitored by non-US interests

Will add more cars, more pollution, more traffic congestion. Does not improve mass transit options.

I oppose the toll lane approach to traffic congestion, for reasons I feel like I've been citing for a very, very long time.

Besides the futility of adding more Lanes to highways due to induced demand, the issue is one of equity. Most people will not be able to afford the tolls which will solely benefit the rich. The rest of us will be stuck in even worse traffic

AGAINST!! ...remove toll lanes & widening planned for I-495 and I-270 in Montgomery & PG Counties!

We need to get people out of cars. Not make it easier.

<p>Prince William County Parkway (VA 294) Widening: Liberia Avenue (VA 776) to Hoadly Road (VA 642)</p>	<p>This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.</p>
<p>Randolph Road/Montrose Parkway Grade Separation from Rockville Pike (MD 355) to east of Parklawn Drive</p>	<p>This would just promote more VMT, sprawl, and auto dependence. Any widening should be to provide managed lanes or a busway.</p> <p>Less roads, more transit please</p> <p>Bike lane bike lane bike lane bike lane. Yes improve that massive bump but still, we NEED bike lanes there</p> <p>No way. MDOT is focusing on the symptoms versus the root causes. Infrastructure projects trying to stimulate tax \$\$ with over building. Maryland is not business friendly and we should begin to solve this root problem. We are facing an unhealthy reliance on residential developers which creates congestion. Widening 495/270 and adding tolls will not resolve the traffic problems. Virginia has destroyed the equity and environment with their transport projects.</p> <p>Extensions for roadways are NOT vision 0. This county and Northern Virginia in general should be focused on creating more ways to get public transportation in the picture. We are so congested enough as it is, adding more induced demand only makes it worse and adds to more pollution!</p> <p>Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan.</p> <p>This is an unnecessary sprawl-inducing project that should be immediately canceled.</p> <p>This railway crossing is extremely dangerous!</p> <p>This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.</p>
<p>Reston Parkway (VA 602) Widening: Dulles Toll Road to South Lakes Drive</p>	<p>Oppose widening Dulles Toll road</p> <p>Widening Reston Parkway would undermine Fairfax County and the region's investments in the Silver Line and efforts to foster a transit-oriented, walkable Reston area.</p> <p>The last thing on earth Reston, or the rest of the region needs are more road widenings.</p>
<p>Rippon Boulevard Widening: West of Wigeon Way to Rippon VRE Station</p>	<p>To provide increased access to VRE and a transit-oriented community with strong multimodal and aesthetic components.</p>
<p>Rolling Road (VA 638) Widening: DeLong Drive to Virginia Drive</p>	<p>See previous comments re four lane stroads!</p> <p>Please add bike Lanes</p> <p>NO - STOP WIDENING ROADS FOR CARS. You are making air quality and traffic worse!</p>
	<p>This is in a residential neighborhood, it would be unsafe and encourage speeding to widen the road here.</p>

Rolling Road (VA 638) Widening: Viola Street to Old Keene Mill Road (VA 644)	I drive Rolling Road with some frequency. I've NEVER been held up in traffic. On the other hand, making it four lanes will divide the neighborhood, multiply pedestrian danger by about ten, and increase emissions due to increased speeds.
	Please add bike Lanes
	NO - STOP WIDENING ROADS FOR CARS. You are making air quality and traffic worse!
Solomons Island Road (MD 2/4) Widening: north of Stoakley Road/Hospital Road to south of MD 765A just south of Parkers Creek	Adding lanes does not reduce traffic
	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
	I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.
Sycolin Road (VA 643) Widening: Loudoun Center Place to Crosstrails Boulevard	Sycolin is a beautiful country road. Do not ruin this by turning it into a boring suburban avenue.
Telegraph Road (VA 611) Widening: Franconia Road (VA 644) to Leaf Road North	Adding lanes does not reduce traffic
	The only thing that makes Telegraph at all safe is the two travel lanes. Make it four and you'll be prying people out of twisted wreckage every day. The cars will be going far too fast for conditions, but actual throughput of people will be reduced, given accidents blocking the way.
	NO! Stop widening roads for cars! It makes traffic and pollution worse!
University Boulevard Widening: Wellington Road to Devlin Road	I'm skeptical that this would be beneficial.
US 1 Widening: Annapolis Way to Telegraph Road	Dedicate two of the current lanes to buses and the capacity will be FAR higher than a six lane car route.
	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
	NO - STOP WIDENING ROADS FOR CARS. You are making air quality and traffic worse!
US 1 Widening: Dumfries Road (VA 234) to Cardinal Drive	Improve VRE instead
	No, unless one lane in each direction would be reserved for bus transit, building access, and right turns.
US 1 Widening: Sherwood Hall Lane (VA 626) to Mt. Vernon Memorial Highway	Adding lanes does not reduce traffic
	WIDENING Sherwood Hall?!? It's already so wide that it's a raceway! It needs to be narrowed. At the moment, it cuts the neighborhood in two.

	Do NOT widen this road! Add BRT and extend the yellow line instead.
	:You don't even mention that this project is related to the BRT project in Route 1. Whoever wrote this needs to be fired.
	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
	NO - STOP WIDENING ROADS FOR CARS! You are making traffic and air quality worse!!
	Rt 1 BRT doesn't need widening and it will make it harder for people to get to the bus stops.
US 1 Widening: Stafford County Line to Dumfries Road (VA 234)	It is the only alternative to 95
	No, unless one lane in each direction would be reserved for bus transit, building access, and right turns.
US 15 Widening: Montresor Road (VA 661) to Battlefield Parkway	This proposed project will only increase traffic, emissions and further erode the natural karst beneath the ground surface.
	This is an obscene expenditure of money for a project that does not even include a roundabout, instead of a stoplight. With regard to air quality, it is incomprehensible that this project is being built with emissions increasing stoplight technology instead of a roundabout! The surrounding area is a rural area that will be negatively impacted by its approval.
US 301 Reconstruction: Mt. Oak Road to I-595/US 50	This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive.
	I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023.
US 50 Widening: Eastern City Limit of Fairfax to Arlington County Line	Adding lanes does not reduce traffic
	Classic induced demand, you are making the problem worse. Public transit should be invested in instead of the fallacy of lane widening.
	Add more transit, not more car lanes. Please, spend this money on anything else.
	Arlington Boulevard should never exceed four lanes in width. Instead, a light rail segment from Merrifield to Arlington proper should be considered.
	I want to provide input on the overall strategy of the General Purpose Roadway Projects. This road widening, as with the vast majority of the other projects, directly contradicts the TPB's own goals for reducing GHG emissions, improving air quality, and reducing car dependence. Almost every single one of these projects is a senseless waste of money that will only induce more demand and make it harder in the future to get where we need to go. Please copy this comment for all the others.

	Remove this destructive and wasteful project. Prioritize implementing the VDOT STARS study safety recs and study BRT on the corridor instead. TPB's evaluation score giving this project 8 out of 8 checkmarks for regional goals shows that Visualize 2050 process to date does not comply with Board resolution R19-2021.
	You risk your life to walk across it now. It will only be worse with more lanes. We need safe, numerous crosswalks and safe, protected bike lanes so we can reach stores, visit neighbors and safely get to transit (buses, metro) stops.
	better bus, bike, pedestrian, and multimode transit options need to be implemented. more car lanes will only create more traffic problems
	NO - STOP WIDENING ROADS FOR CARS. You are making air quality and traffic worse!
	this would destroy the neighborhoods nearby. absolutely do not do this! narrow the road to 1 lane instead if you really want to do something
Van Dorn Street (VA 613) at Franconia Road (VA 644) Interchange Improvements	Not enough detail to comment. What improvements? If it includes slip lanes, change my vote to an emphatic NO!
	Please consider adding protection for cyclists / pedestrians
	Any widening project is terrible. Including this.
Washington Street (VA 55) Widening: Lee Highway (US 29) to Fayette Street	It would destroy the town of Haymarket
	Support a modest widening for safe left turn storage and multimodal access.
Wellington Road (VA 674) Widening: Rixlew Lane (VA 668) to University Boulevard	Why not Godwin to University?
	Widening beyond 4 (or 3) lanes would be counterproductive. This corridor lacks active transportation accommodations.

VISUALIZE 2050

National Capital Region Transportation Plan

March 2024 Public Comment Opportunity

General Comments from Individuals via MetroQuest

GENERAL COMMENTS

Very excited for more cyclist and pedestrian spaces for safe transit.

In addition to air quality, the plan (if possible) should take local public health impacts of climate change and the greenhouse gases from the projects into account. In addition, the travel forecasting model should take into account that expansions in roads typically *increase* overall numbers of vehicles rather than decrease traffic.

Widening highways and roads only leads to induced demand more traffic, more carbon emissions, and more pedestrian incidents. Public investments should go to multimodal transit options.

There needs to be more pedestrian infrastructure and less right-turn-on-red signage in areas with high numbers of recorded vehicle and pedestrian incidents, particularly near schools and residential areas.

Please cut it out with the road widening projects - they'll create more congestion and contribute to VMT and emissions.

this map is crazy! So many road widening projects! Where are the transit investments?

1) Toll every lane of every highway. Don't expand, just toll what's already there.

2) Make localities put speed and red light cameras everywhere. Put a combo red light & speed camera at every intersection. Put speed cameras elsewhere. Legalize point-to-point average speed cameras.

I support the proposals on the Virginia Transit and Rail project list. I also support Greensboro Drive Extension, Potomac Avenue Capacity Reduction for Bus Lane, North Fort Meyer Drive Reconstruction, Graham Park Road Capacity Reduction – all are examples of Metro station area and complete street network projects to support transit-oriented, walkable, bikeable communities.

Transit is the only item worth pursuing.

Fairfax County seems to have too many new and extended roadways. This seems unbalanced and doesn't really seem capable of achieving Visualize 2050 goals.

The projects for Alexandria look good and are important to our city.

The proposed widening of I-495 South of Alexandria is a bad idea. We need to develop a new paradigm for transportation that doesn't involve more and more road widening and concrete covering over natural areas. We need to continue to reduce one person in a carbon-emitting car

Projects not to be completed until years into the future should not be calculated into the 2030 figures showing reduction of greenhouse gas emissions.

TPB should develop a real futuristic transportation plan that will meet the areas' need for reduction of GHG. This is too important to move ahead without further study and consideration.

Include real scenario analysis of an alternative climate-friendly project list with alternative supportive land use – as the TPB board discussed in 2021 and voted to do in this plan.

The modeling results need to show how the air quality and climate pollution impacts are due to new transportation projects versus changes in the air model used for Visualize 2050 compared to the previous plan Visualize 2045.

<p>US 50 Improvements – Remove further widening of US 50. Instead, support the STARS study recommendations for safety and operational improvements and study BRT on this corridor</p> <p>Dulles Airport Access Road Widening – This outdated \$400M proposal is unnecessary and would undermine the region’s major investment in the Silver Line.</p> <p>Chain Bridge Rd (VA 123) Widening – Further widening this already expansive highway would undermine investments in the Silver Line and a transit-oriented, walkable Tysons.</p>
<p>I am strongly against road-widening. More lanes just results in more traffic, and more carbon emissions! Bad all around. Please reconsider and incorporate road widening consequences into carbon emissions modeling to meet the 2030 GHG goals.</p>
<p>As a person with asthma I'd prefer to do better than the EPA standards on ground ozone</p>
<p>I do not understand the decisions. Does "including" mean they will or will not be built? Or if including means they will not be built if roads to more efficiently move traffic would not be built if they do not meet air quality standards?</p>
<p>Wider roads are deadlier roads. Stop making the national capital region more dangerous</p>
<p>Why weren't additional projects north of 370 on 270 considered?</p>
<p>Air quality vs express lanes. Express lanes allows drivers with money to speed to their destinations, while the non express lanes have bumper to bumper traffic and horrible air quality from start-stop congestion. When feedback is given the answer is more express lanes, which should be used for buses, motorcycles, van carpools of 4+ or more. Not rich one driver cars. Where do express lanes help air quality?</p>
<p>I'm very disappointed that so much work is being done to extend roadways. All this will do is create more traffic in those areas. Based on location I'm guessing a lot of this is for the ever-increasing urban sprawl that these kinds of road projects support. Having lived in this region for decades I'm baffled by the extent of urban sprawl that is happening without any measurable extension of public transport. People, especially children and the elderly, will be trapped in suburban prisons.</p>
<p>Again I'm very disappointed by what appears to be slapping bandaids to the traffic problem by roadway widening, which decades of research shows does nothing but increase traffic. Which will of course worsen air quality. Please focus on adding public transport and bike lanes. Many of my trips as a Fairfax resident are within walking/biking distance but I cannot do so because it requires riding with traffic on Gallows going 40mph, or crossing 8-lane highways. We can do better.</p>
<p>The best way to improve air quality is to reduce driving overall by providing convenient public transportation and safe biking and walking routes, not expanding roads.</p>
<p>Widening roads largely encourages driving, so stop doing so much of that. Why are there no or few capacity reduction and non-vehicle transit projects?</p>
<p>Only new roads built should be completing the street grid. We need more transit, not more roads. We will just enable sprawl if we keep building roads. Maintain what roads we have, build lots of transit.</p>
<p>Good grief our priorities are wrong!</p>
<p>Need more mass transit options. Need MARC go to more destinations and run more often, instead of building new roads.</p>
<p>There should be more bike lanes to improve air quality and ambient sound levels as well reduce traffic congestion</p>
<p>More car lanes will not fix congestion!!!! More protected bike lanes on the fastest routes to places to give bike transit a chance to be an equally efficient mode of transit rather than forcing bikes to take slow backwater routes to be safe.</p>
<p>Why is there so much roadway widening? Are we encouraging induced demand??</p>

<p>For what it is worth I truly believe unless highway widening projects include dedicated bus lanes they shouldn't be considered. Widen freeways doesn't reduce conjunction</p>
<p>Most of these projects are just widening roads for cars. There should be no new roads or widening for cars. This initiative should only have transit investments, pedestrian, bike bus train etc. stop investing billions in car infrastructure that no one uses. Actually put some money to transit and achieve goals. VDOT has it wrong, just wasting VA tax money</p>
<p>The analysis should put more emphasis on increasing use of transit and encouraging new developments to be less car-dependent. Investing in transit throughout the region is the only way to improve air quality, improve traffic safety, and reduce congestion. Many of the proposed projects will force residents of the suburbs to rely on driving, which leads to worse air quality, more crashes, more congestion, and less reliable transit.</p>
<p>Disappointed to see such little transit in DC. Fed workers aren't coming back and metro needs to realign from a commuter service to serving neighborhood to neighborhood. The Purple Line will help, but many parts of the city are disconnected or must go downtown and back to get to the next neighborhood over. These people will drive instead. Headways are also not great, and if I have to spend 10-15 minutes waiting for trains and connections, I will drive instead.</p>
<p>This map clearly shows a divide between the car-centric projects of Fairfax, Loudoun, and Prince William County versus other localities in the DMV. I think it's worth exploring how land use planning and transportation projects in outer Virginia suburbs can change to be more suburban-oriented. Overall - a key issue for the DMV area's future is how we can make the suburbs (especially outer suburbs) have access to better non-car dependent options.</p>
<p>Like the previous map, this map emphasizes how different the planned projects in outer Nova suburbs like Fairfax, Loudoun, Manassas, and Prince William are compared to the rest of the DMV area. To have a sustainable transportation system for the region, we cannot continue to build siloed communities where inner suburban and city residents have access to good alternatives to cars, while outer suburban residents are forced to depend on cars.</p>
<p>I oppose all toll lanes around 495 and on 270.</p>
<p>opposed toll express lanes: 1) Near Rockville, for the toll lanes from I-270 to I-370; 2) Near the I-270 Y split for the toll lanes from the I-270 West Spur across the American Legion Bridge to the George Washington Parkway; and 3) Near Alexandria for the Southside toll lanes going along I-495 over the Wilson Bridge into Maryland as far as Oxon Hill.</p>
<p>Addition of toll lanes to benefit a private corporation will incentivize slowing down traffic to push people to use toll lanes. Any plan that expands lanes in the middle rather than solving for capacity in the bottlenecks is doing just that - increasing pollution and traffic in the middle while keeping the bottlenecks to squeeze money from residents.</p> <p>I don't support tolls for private companies incentivized to worsen traffic and I strongly oppose expanding lanes or tolls in Rockville.</p>
<p>HOV lanes are not policed anymore and they are rampantly used by single drivers. Try supporting the current rules and solving for bottlenecks north of Germantown and across the American Legion Bridge. Please stop the plan to expand 270 in Rockville where it will only worsen traffic sitting in the middle of two bottlenecks.</p> <p>More importantly we need an alternate route to 270 and the Am Legion Bridge. Any accident impacts all lanes. Only a different route would be unimpaired by an accident.</p>

<p>The Lexus/HOT lane project is grossly misguided. The toll lanes would obviously amount to semi-private lanes (on PUBLIC roads) for the well-off. Our roads should remain PUBLIC, with all lanes open to all motorists 24/7 (with exceptions for HOV lanes). There is no reason our highways cannot continue to be funded with the Motor Fuel Tax – it just needs to be increased. Owners of EVs can pay a "per kWh" tax.</p>
<p>Highway widening only provides short-term relief, will push congestion northward, increases inequity through high tolls, will end up costing taxpayers and water ratepayers more. We need REAL solutions like mass transit, transit-oriented development, reversible lanes.</p>
<p>This has been very difficult to navigate and I needed help to understand how to proceed. And I have a Master's Degree and am retired, with a certain amount of time! I can't imagine that your average citizen, highway user, would have the time or the inclination to offer input into your planning., and therefore this seems to me to have kept someone occupied, paid to create only an illusion of community involvement...</p>
<p>Widening roadways is a waste of money because of induced demand. Densification and investments in alternatives to driving is the only way to reduce traffic. This is obvious.</p>
<p>I oppose the expansion of this roadway</p>
<p>reject the toll lanes with their \$50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm. Toll lanes are a huge mistake. I drive 270 every day, these are not necessary. they would be a hardship on all.</p>
<p>I strongly oppose additional toll lanes. Spend this money on increasing public transportation options (such as the subway) and lowering the cost. This area already has multiple bad air days every year. Our children and grandchildren deserve clean air (and water).</p>
<p>WE should not do toll lanes. It will not help with the traffic. We should add lanes but not toll lanes. I270 should be widen all the way to Frederick.</p>
<p>The I-270-I-495 toll lane project should be ended ASAP. The stated objective of reducing congestion is totally illogical because the project requires congestion in the free lanes to induce use of the toll lanes. Ironically, the former contractor, Transurban used photos of the toll lanes in Virginia in their marketing materials. The photos show congestion in the free lanes and practically empty toll lanes. This is hardly evidence that the toll lanes are successful in reducing congestion.</p>
<p>Road widening, especially for highways, should not be a priority given the climate crisis</p>
<p>no</p>
<p>Instead of wasting money on roads, it should be spent on public transportation infrastructure. Metros that run longer hours and buses that run more places and more dependably.</p>
<p>I live in Charles County MD I see NO projects in the entire county Is there a reason Charles County is left out? It is clear there are several projects in Virginia that are the same proximaty from DC. Hopefully you can fill in what the problem with Charles County Is??</p>
<p>The problems that we have with traffic in this region will never be sustainably solved by increasing roadway capacity. Additional lanes come with diminishing returns for transportation but the cost to taxpayers and climate impact remain enormous. Prioritizing access for pedestrians, cyclists, buses, and transit-oriented development will improve access to affordable housing, increase workforce mobility, and make efficient use of our existing road infrastructure.</p>

<p>My concern regarding the proposed project inputs is that they focus predominantly on vehicular travel, particularly in the western region, which seems to be at odds with the commitments to reduce air quality detriments, and does little to ensure equitable access to public transit in those areas, particularly for those unable to drive due to age, disability, socioeconomic status, etc. There are no projects or improvements for pedestrians or those using mobility devices.</p>
<p>With roadway widening/grade separation, how will these projects impact sidewalks or protected lanes for pedestrians, mobility device users, cyclists, etc.? If these projects do not include these considerations, they need to do so, as transportation needs to reflect ALL modes of transportation, not just those that use vehicles. Safe modes of travel for non-vehicular transportation is a matter of equity and serving ALL residents in the Metropolitan Washington Area.</p>
<ul style="list-style-type: none"> • Please approve Virginia's proposed project inputs to the Visualize 2050 plan. Improvements to main arterials reduce cut-through traffic in surrounding neighborhoods creating safer local roads. While great strides have been made to reduce congestion along Northern Virginia's interstate corridors, more can be done to address congestion during peak hours.
<p>Overall, the plan is quite lacking in bold public transportation projects and has way too many road widening projects, which have been shown to be an awful way to address traffic. Road extensions/adding lanes/widening them for cars do not work and will never work for people all it does is add more traffic and congestion over time thus requiring more and more tax payer money to widen them again and continues an all too destructive cycle. We need Vision Zero NOT vision more cars.</p>
<p>These models should account for induced demand. Consider tools such as the SHIFT calculator and National Center for Sustainable Transportation at U.C. Davis.</p>
<p>None of these projects are okay and none of them help achieve vision zero. All they will do is create induce demand and only add more harm to the environment. Horrible idea to expand lanes even when the research shows that lane expansion does nothing to support commuters and makes commuting much worse in traffic and adds more pollution.</p>
<p>Can we have speed limits lowered by 10 mph. It's frightening for seniors now. Many times traffic congestion will keep speeds lower, of course.</p>
<p>As a homeowner on eastern Ave NW, Eastern Ave desperately needs a road diet, and speed reducing features added. Motorists consistently speed and run stop signs and make being a pedestrian or biker dangerous.</p>
<p>Widening roads will only induce more demand on our roadways, decrease air quality, and take more money from transit and more sustainable forms of transportation</p>
<p>Please do not approve any widening of 495 or 270. The worst option for our dying planet is more vehicles on the roads. Transportation dollars should be spent on increasing public transit options and walkable/bikable communities.</p>
<p>As a DC resident who frequently travels on I-95 to Richmond and Charlotte, I support and urge you to approve Virginia's proposed project inputs to the Visualize 2050 plan. These projects are critical to relieving congestion on this heavily traveled corridor. They will improve the quality of life for commuters like me who frequently face unreasonable delays and traffic congestion.</p>
<p>I oppose lane expansion for roads and I prefer investments in rail, and public transit.</p>
<p>I oppose lane expansion for roads and I prefer investments in rail, and public transit. I take issue with Virginia and Maryland's strategy and think they should provide a rationale for their decisions.</p>

I strongly oppose the 23 highway widening projects, especially their characterization as "affordable and convenient", "environmental protection", "promoting safety", and "resilient communities" because the increased vehicle traffic leads to greater particulate matter and toxic gases, increased likelihood of traffic fatalities, reinforcement of car-centric transportation design, and other outcomes that conflict with the TPB's strategic priorities.
You're using cars speeding as a proxy for reduced ghg due to less idling even though cars going faster burns more gas. It's disingenuous.
There should be way more capacity reduction within I-495 and almost no new widening.
WHY ALL OF THE ROAD WIDENING??
This form seems designed for minimal citizen engagement because it is so overwhelming and not searchable. Besides safety and emissions, planning should include beautification and wildlife corridors. The goal of maximizing automobile carrying capacity is stuck in the past. Look to the future: understand that citizens want walkable, bikeable neighborhoods, and accessible mass transit.
I completely disagree with your discounting pedestrian and bicycle use as an air quality measure. Pedestrian and bicycle projects are an eligible funding category for CMAQ along with newly eligible shared micromobility, including bikesharing and shared scooter systems. You need to figure out how to factor in a comprehensive and successful active transportation program and its benefits for air quality. Leaving it out of "modeling" just shows you how flawed your entire process is. Pathetic ...
NO to widening roads - yes to using existing pavement in a more climate and air quality friendly way - safer places to walk and bike. Slow down excessive speeding vehicles on over engineered roadways. Yes to road diets. No to new, extended roadways. Yes to complete streets, no to single mode highways. Your choices are really limiting. Time for the people that wrote this comment form and structured this program to retire.
NO to all these projects except capacity reduction which does not seem to have a single project - this is not even a choice. NO NO NO NO NO NO NO NO
I do not want any additional lanes on the beltway or 270. I commute on the beltway daily, congestion hasn't lessened in VA where they added toll lanes, why would it lessen congestion in MD?
Do not expand the freeway. Toll roads will only exacerbate inequality and increase traffic. Invest in mass transit and bike lanes instead.
The inclusion of road widenings in this plan is an abomination, directly contrary to decades of experience of planning and the evidence of their impact. This plan needs to start over with planning based on a vision for the region and data-based decision making on what will actually move us toward that vision.
Glad to see some good project in DC and Maryland, but the inclusion of road widenings as the primary transportation plan in Virginia goes directly against the stated goals of the project. The result will be the same result of similar widening-based planning: increasing costs, increasing driving, increasing pollution, increasing road deaths. Need to completely rethink this.
I support the Visualize 2050 as I believe it will help Virginia continue to thrive economically as well as increase the growth of local businesses. With this proposed plan transit will become much more efficient for commuters and travelers alike. The reduction in traffic will not only decrease travel time as a whole, but will also help to keep Virginia an environmentally conscience state with reduction of greenhouse gas emissions from traffic.
ANY highway widening should be completely struck from this plan. Widening doesn't solve congestion and will only continue to make the climate worse. Shameful.

Every highway/road widening project must be removed from this plan in order for it to be taken seriously and for it to meet its goals. With all the evidence out there about how widening makes congestion and emissions worse, you would think we'd stop greenwashing them by now.
A balanced transit / and roadway system is needed
We need 60 % transit and 40 % Road projects along with transit 20 hours daily and transit oriented development.
In general capacity improvements inside the beltway are counterproductive since they will just shift traffic jams around.
In particular faster express trains between Penn Station in Baltimore and Union Station in DC would be amazing.
STOP EXPANDING ROADS FOR GOD'S SAKE. PUT THAT MONEY IN TRANSIT INFRASTRUCTURE AND EQUIPMENT. WHAT IS THE MATTER WITH YOU.
Happy to see the capacity reduction projects but there are not enough transit projects in PG County especially, as well as in general - seems like a huge and glaring equity issue. WHY WHY WHY are we spending so much on roadway projects in the wealthiest areas, or in general?! the solution to our climate issues is sustainable transportation, not roadway expansion!!!
Why are all the projects so concentrated in Virginia - what about Maryland and particularly PG county. Also no, no, no to more roadway expansion projects!!! They are not equitable nor sustainable and do not benefit our region's most vulnerable residents!
TPB fails to properly address induced demand impacts of highway capacity expansion projects in the regional plan. There is overwhelming scientific evidence that adding road capacity will add to traffic. Thus projects that widen highways and arterials will work against meeting the TPB's 2030 and 2050 GHG goals. However, TPB erroneously claims many road expansions will meet those goals. TPB should include real scenario analysis of a climate friendly project list with supportive land use.
Cut wasteful road expansion/interchange projects which further sprawl & car dependence. These will make regional climate goals unattainable. Move funds to Bus Rapid Transit, transit priority, improved cycling and walking, traffic safety, and traffic operations and management. The plan should examine a scenario with HOTTER Lanes: existing lanes managed with time-and-place-based and occupancy-based road user charging, with a portion of toll revenues used to incentivize Ridesharing.
Too many road widening projects in NoVa. Focus on transit and biking instead.
We are glad to see a number of worthwhile transit, ped/bike, road diet, and local complete street grid projects. However, TPB member agencies need to more fully prioritize projects like Route 7 BRT in Virginia and more transit and HOV options to serve Prince George's and Charles counties and get them in the plan. Also, too many street extension projects in transit station areas and mixed-use activity centers are designed as 4-lane high-speed arterials that undermine safety, placemaking goals.
Please do not include projects that widen roadways, add further vehicle travel lanes, or HOV lanes in a 2050 plan aimed at reducing greenhouse gasses, increasing equity, meeting climate goals, or reducing congestion. These projects induce more vehicle demand, which does not advance regional goals. These projects will be costly, financially and environmentally; I do not support projects that do not prioritize viable alternatives to car travel. Please include further transit and bicycle projects.
Any and all projects that include an expansion of vehicle lane miles, including any components of road widening or intersection/ interchange expansion, should NOT result in a prediction of reduced greenhouse gas emissions or air pollution for the region. Widening roadways does NOT decrease or mitigate congestion, or reduce greenhouse gasses - the ONLY way to reduce greenhouse gas emissions and air pollution is to provide viable alternatives to driving or riding in cars. Penalize these projects.

I do not support widening these roads/highways. We need to stop widening roads and highways to reduce DC/MD congestion, as all evidence points to the fact that widening roads just increases more traffic over time (with all the terrible impacts), and sadly postpones what's needed: reducing VMT (vehicles miles traveled) on MD roads, while increasing transit.

I see no major bicycle projects. Why are the Capital Trails Coalition projects not included? Major bike projects cost a fraction of even one major road project.

Rather than commenting on each project, in general Fairfax County and PW County are proposing too many road widening projects and almost no bicycle or pedestrian projects. Driving patterns have changed with a younger population and because of patterns developed during Covid. The county wasted millions on unused parking garages at the Herndon and Innovation Metro stations. Widening roads is putting good money after bad and does not help cut greenhouse gas emissions.

Expanding highways generates more sprawl, driving and pollution – this has been shown in many studies. TPB's model needs to better address this.

Many highway and arterial expansion projects on the list claim to help TPB meet its 2030 greenhouse gas reduction target but provide no explanation. Some of these projects aren't even planned for construction until well after 2030. TPB should screen out projects like these that don't take climate change seriously rather than waste a year modeling them.

Include real scenario analysis of an alternative climate-friendly project list with supportive land use, as TPB board discussed in 2021 & voted to do in this plan.

Expanding highways makes more sprawl, driving & pollution. TPB model needs to better address this.

Many highway & arterial expansion projects listed claim to help TPB meet 2030 GHG targets with no explanation. Some are after 2030. Screen out such projects that don't take climate change seriously; don't waste a year modeling them.

I support these projects:

Virginia Transit and Rail, Greensboro Drive Extension, Potomac Avenue Capacity Reduction, North Fort Meyer Drive Reconstruction, Graham Park Road Capacity Reduction: Metro area and complete street projects for transit-oriented, walkable, bikeable communities.

Projects Needing Changes:

Please redesign overly wide new roads like Seven Corners Ring Road, Frontier Drive Extension, Rock Hill Rd Overpass, Town Center Underpass, Soapstone Drive Overpass Extension.

I oppose:

Dulles Airport Access Road Widening: This outdated \$400M proposal is unnecessary and would undermine the region's major investment in the Silver Line.

I-95 Express Toll Lanes Widening: Oppose further widening; support flexible strategies.

I-495 Southside Express Toll Lanes: VDOT failed to examine alternatives; plan creates bottlenecks and blocks future rail conversion.

US 50 Improvements: Remove widening plans; support STARS safety recommendations and BRT study.

This comment system is chaotic for keeping track of comments I've already made in this process. You should allow enough room for substantive comments with citations.

I support these projects for transit-oriented, walkable, bikeable communities:
Virginia Transit and Rail, Greensboro Drive Extension, Potomac Avenue Capacity Reduction, North Fort Meyer Drive Reconstruction, Graham Park Road Capacity Reduction.
Projects Needing Changes:
Please redesign overly wide new roads like Seven Corners Ring Road, Frontier Drive Extension, Rock Hill Rd Overpass, Town Center Underpass, Soapstone Drive Overpass Extension.

I oppose:
Dulles Airport Access Road Widening: This outdated \$400M proposal is unnecessary and would undermine the region's major investment in the Silver Line.
I-95 Express Toll Lanes Widening: Oppose further widening; support flexible strategies.
I-495 Southside Express Toll Lanes: VDOT failed to examine alternatives; plan creates bottlenecks and blocks future rail conversion.
US 50 Improvements: Remove widening plans; support STARS safety recommendations and BRT study.

What are the meaningful alternatives, with comparative scenarios, to the roadway expansions/extensions? With so much rail capacity potential and so many thousands of miles of existing roadway, why is there still so much focus on toll lanes and new highway capacity over BRT and rail use? For the road extensions that connect to other major arteries, is there adequate exploration of the mileage possibly saved or environmental degradation incurred?

Too much road-building! It only encourages more driving. Investments should be 90% in public transportation, bicycling, etc.

Thank you for the opportunity to comment. I strongly believe that toll lanes are unnecessary and will adversely harm the environment and the community. MDOT has never provided data on the success of the ICC. Based on the traffic on I495, it doesn't appear that the ICC has performed as expected. This is because folks don't want to pay for a mere reduction of 2-3 minutes in travel time. Precious funding should be put into transportation projects such as BRT that move people.

The plan contains far too many wasteful road widening and interchange projects that threaten our climate goals and promote sprawl. The region needs more and better bus and train transit as its highest priority.

I'm shocked that road widening is even offered as a solution these days. YOU know traffic is a function of Zoning. All these projects reflect a deep failure of the local political leaders to fix their zoning and street designs to minimize short milage trips. Rather than fix the fundamental issue, this plan does the same thing - road widening - and promises different results. I'm shocked that VDOT proposes road widening projects. The engineers behind these proposals should lose their licenses

I support the transit improvements in Alexandria, and the rail improvements in Virginia, including Long Bridge. Any changes to I495 should preserve the option of rail transit on the Wilson Bridge

For a plan that purports to protect air quality and livability, there is a shameful amount of road extensions and widening proposed. This is 2024, not 1964. We need to think beyond "add more lanes" and actually retrofit our communities for walking, biking, and transit. As a NOVA resident, I am fed-up with dealing with the constant pandering to cars. Build more transit, sidewalks, and cycletracks, not more dangerous, polluting, ugly, multi-million dollar roads!

I am filling this form out on behalf of the Sierra Club DC Chapter, for which I am the Sustainable Transportation Chair.

We support continued progress toward vehicle lane capacity reduction projects that lower car speeds, improve visibility of cyclists and pedestrians, and reduce the number of miles traveled by vehicles through expanded bus lanes and protected bike lanes. We also support expanded rail into DC.

Congestion pricing, parking minimums, and car-free zones should also be considered.

We are concerned about continued highway and road expansion projects in neighboring jurisdictions and would like to know why so many of those projects in the Visualize 2050 draft received a check mark for “environmental protection,” when none of the pedestrian and cycling projects in DC received one. The determination of whether a project contributes to environmental protection should be informed by an evaluation of how it will impact the region’s GHG goals.

The Southern Maryland Rapid Transit (SMRT) Project must be included in the Long Range Transportation Plan, given its regional significance in solving one of the worst commutes in the Country, creating significant reductions in greenhouse gas emissions to achieve air quality conformity mandates, and providing critical transportation needs of a majority minority community, east of the Capital Beltway. SMRT is funded in the Maryland CTP at \$20M and just received another \$5M in FY24 Federal Earmarks

I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.

Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality.

Maryland projects seem to heavily prioritize road expansion or other road-based projects and de-emphasize or ignore other transit modes such as rail. There are far too many road expansion projects in this plan and nowhere near enough public transit projects. There should be more focus on non-road projects such as commuter/passenger rail, along with other public transit projects. Road expansions should be far fewer or nonexistent in this plan.

Please approve Virginia’s proposed project inputs to the Visualize 2050 plan. Improvements to main arterials reduce cut-through traffic in surrounding neighborhoods creating safer local roads. While great strides have been made to reduce congestion along Northern Virginia’s interstate corridors, more can be done to address congestion during peak hours.

This is an incredibly complicated process for sharing comments.

There needs to be a protected bike lane on Independence ave down the length of the mall. There isn't a significant enough expansion of bike infrastructure, or additional housing near that infrastructure.

This plan will not help us meet sustainability and climate change goals. There are too many road projects and too few transit projects. Please include a next generation regional bus rapid transit network to transform our bus system and the next multi-line expansion of the metro network to cover remaining areas not covered (E.g Dupont Circle, Adams Morgan, Georgetown, 14/16 St corridor in DC), Colombia Pike/King St in Arlington, Rte 29 in Montgomery County, and Rte 66/Fair Lakes in Fairfax.

I oppose most expansions of roads and highways as they induce more traffic and air pollution. I favor reductions in road capacity to accommodate expansion of transit, bicycle and pedestrian infrastructure, which will induce a shift from traffic to more transit, bicycle, and pedestrian use as well as better air quality.

By focusing so much road expansion in far suburbs, this plan locks in future air pollution and sprawl, also increasing the cost/minimizing the benefit of transit expansions. This plan serves to divide the region into those areas making meaningful progress at reducing emissions and those driving generations of future emissions.
How many more studies is it going to take to bring home that building more roads just means more traffic?! How can anyone say with a straight face that they want to address air quality issues and then propose new roads?!
You can't build new roads/widen roads/extend roads and reduce air pollution/improve air quality. Those are two directly contradictory items.
Some projects are small and some are huge. This map doesn't show that at all. They are all given the same weight. The air should be the driving force for implementation of any project. The bike projects are largely in DC and make sense. Transit should be encouraged and built. Road expansion in both VA and MD shouldn't.
I'm stunned that Visualize 2050 includes plans to build toll lanes all around the Beltway in Maryland from the Woodrow Wilson Bridge to the American Legion Bridge, as well as on I-270. Plans to build toll lanes in Maryland are deeply unpopular and should be excluded from Visualize 2050.
Please eliminate the toll lanes from this plan. No one who lives here would use it, but we're the ones who will suffer for it.
I oppose all of the widening and toll lanes on I495 and in Alexandria. Experience in other locations, e.g. California proves that widening roads leads to increased congestion instead of less. We also need ALL of the greenery that currently borders the Beltway to reduce noise, reduce pollution and to combat climate change, the most serious threat to our very existence. I commuted from by public transportation from 1986 to 2014 including from Silver Spring to Alexandria, it works!
It has become increasingly clear that if we are to survive long-term on a crowded and warming planet, we must have ways to move lots of people that take up much less space and do not contribute to climate pollution. That is rail transit, bikes, walking, and where rail is not feasible, BRT. It is simply common sense that we must stop building infrastructure that locks us into an unsustainable future and doesn't solve our mobility problems.
Please, I implore you, do not expand the Beltway. Toll roads only deepen the divide between the haves and the have-nots, and simply adding more lanes to highways will not solve our traffic woes. Let's find more equitable and sustainable solutions for our transportation needs.
This project's advocates will get a financial windfall from local tax payers without satisfy solving the area's transportation problems. The project will exacerbate our existing pollution problems and negatively impact property values. The funds would be better spent on developing 21st century solutions to transportation, i.e. increasing public transportation and being honest about its climate impact. And reflect the increasing number of people who work from and will continue to do so.
Prioritize public transportation (light rail, rail, trams, subways, monorail) over road projects for motor vehicles
Please do not add toll lanes to the beltway! This regressive tax discriminates against the least able to afford it, and is a huge hassle for everyone else.
My understanding is humans who live, work, breathe within one mile of the beltway are adversely affected by motor vehicle air pollution. That needs to be mitigated now, not increased.
I oppose expanding the beltway and 270. It is tragic.
Out transportation investments must shift away from cars & trucks towards buses, trains. Our grandchildren will need this change not just to move around in but to survive.
It is our belief that toll lanes will not fix the problems.

I oppose the addition of toll lanes. For years we repeatedly demanded a transparent comparison of transportation alternatives to the Hogan toll lanes.

That demand is warranted by the results of the 2017 NCR Transportation Board comparison of toll lanes versus other alternatives. That comparison showed that toll lanes are NOT the best way to decongest I-495 and I-270.

Stop the toll lanes and produce an updated transparent comparison of alternatives consistent with what the Board did in 2017.

The addition of toll lanes is inconsistent with goals to reduce VMT and mitigate the effects of climate change.

no toll lanes! They would favor the rich and not help the average motorist. This seems very unfair and would be too expensive for the average commuter. And please do not widen 495 which would destroy much of the environment along this densely populated area including taking homes, and hurting parks, and even historic buildings not to mention more loss of trees that are needed for oxygen to combat our already terrible air pollution. Inst in public transit and not places for more cars.

Do not widen the beltway or add toll lanes.

Remove the plans for widening the Beltway and adding Toll Lanes from the current MDOT current plans. The climate and traffic ramifications will be detrimental to our health and that of the environment.

The toll lanes would be huge environmental and economic mistakes, particularly when we can't afford to maintain the existing system and survival of some transit services (including potentially WMATA) is at risk..

The public already submitted many comments to Maryland DOT about the flaws of the Hogan Toll Lanes Project for I-495 & I-270 (flawed traffic modeling, significant environmental damage, etc,) Check those comments and instead propose alternatives to highway expansion.

I live in Fort Washington, Maryland. I cross the Woodrow Wilson Bridge regularly. I do not want to see toll lanes coming across the bridge because the traffic will end near Indian Head Highway, adding congestion for those not wanting to use toll lanes but keeping to the regular lanes to cross into Maryland.

VISUALIZE 2050

National Capital Region Transportation Plan

March 2024 Public Comment Opportunity

In-Person Comments at March TPB Board Meeting

In person comments on Visualize 2050 as part of the March 2024
Comment Period excerpted from the transcript submitted to the
METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

National Capital Region
Transportation Planning Board

March 21, 2024

IN PERSON MEETING

Washington, D.C.

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MS. COUFAL: Thank you. Chair Henderson, members of the board, my name is Barbara Coufal, and I'm chair of Citizens Against Beltway Expansion. We urge you to remove the Southside express lanes and the expansions of I-495 and I-270 in Montgomery County from Visualize 250 (sic).

First, these highway expansions are not consistent with TPB policies regarding the reduction of greenhouse gas emissions and to require study of multiple build scenarios.

Second, it's astounding that VDOT would build toll lanes over the Woodrow Wilson Bridge, taking space that is reserved for future rail even as WMATA is studying an extension of the Blue Line into Prince George's County. VDOT claims that if WMATA has a viable plan for extending the Blue Line, that VDOT will allow the toll lanes to be converted for rail. But this promise is not credible. The cost of converting toll lanes would be enormous for Virginia. They would have to compensate the private operator for the loss of future tolls. Virginia has the power to veto an extension of the Blue Line, and we can expect them to use it, given the high cost. Including the Southside Express Lanes project in Visualize 2050 would be the death knell for ever extending Metro over the Woodrow Wilson

Bridge.

Lastly, we know that toll lanes would not reduce congestion, resolve congestion; only move the bottlenecks. That has been the experience in Virginia. It's also noted in comments on the I-495/I-270 project by the Maryland National Capital Park & Planning Commission. The principle is conceded by Transurban's former leader, who noted that congestion is caused where toll lanes end and the traffic must merge into general lanes.

These projects should be removed from Visualize 2050 and focus be put on alternatives that will move people and reduce congestion. Thank you.

MR. DITZLER: Good afternoon. My name is Brian Ditzler, and I'm speaking on behalf of Maryland Advocates for Sustainable Transportation.

Let me begin by saying how much I was impressed by TPB's seven-page policy framework that describes TPB's principles, such as ensuring equity, accessibility, and sustainability. Your laudable goals include providing affordable and convenient multimodal options and reducing greenhouse gas emissions 50 percent below 2005 levels by 2030.

I also learned about TPB board resolution R19-2021, which said that future updates to TPB's long-range transportation plan after Visualize 2045 must include consideration of multiple build scenarios for each project and analysis of each scenario's impact on the region's goals and targets, including reduction of greenhouse gas emissions.

The many new and expanded highways that have been proposed would greatly increase the number of vehicles on the highways and thereby greatly increase greenhouse gas emissions, not reduce them. Projects that would lessen such emissions, such as expansion of transit, bike and pedestrian networks, received only half as much spending in the draft Visualize 2050 plan.

Hopefully, you now realize that most of what was submitted for Visualize 2050 was not consistent with TPB's principles and goals and did not comply with TPB's updated policy for evaluating projects and their alternatives. We strongly urge this board to pause the development of Visualize 2050 and require member transportation departments to comply with TPB's updated process.

Maryland DOT's proposed expansion of I-495 and I-270 is a good example of projects that did not receive adequate evaluation and active consideration of transit and other alternatives. TPB should remove the I-495 and I-270 toll lane projects from the Visualize 2050 plan, or require MDOT to undertake the analysis required by TPB's updated process for evaluating projects and their alternatives. Thank you.

MR. STANFORD: Thank you, Chair Henderson. My name's Jason Stanford. I'm president of the Northern Virginia Transportation Alliance and I'm here today to speak on behalf of more than 20 business and community organizations from across Northern Virginia to share our strong support for Virginia's submitted transportation projects for Visualize 2050. These projects represent Virginia's commitment to expanding the capacity of our multimodal transportation network that supports the growing housing and economic development needs of our community.

Virginia's project list includes key regional upgrades, such as a new Long Bridge, major rail upgrades to I-95 corridor, VRE expansion, a significant expanded regional BRT network, I-95 bidirectional express lanes, and I-495 Southside express lanes.

Furthermore, Northern Virginia has submitted a number of other critical regional transportation improvements that will move more people throughout the RT corridors. We applaud Virginia's leaders for investing in transportation improvements across all modes, including roadways, transit, bike and pedestrian, and new technology to improve reliability, relieve travel congestion, and reduce travel time throughout Northern

Virginia.

In addition, we urge leaders in D.C. and Maryland to follow Virginia's example by investing in infrastructure that expands the capacity of our transportation network. For example, we implore you to improve Maryland's planned upgrades to the American Legion Bridge and I-270 that has been submitted for Visualize 2050. These improvements are essential to regional connectivity and the continued economic success of the D.C. area. If the D.C. region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving.

Now that the TPB's zero-based budgeting submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. Therefore, we urge you to approve all projects submitted by Virginia for evaluation in the 2050 air quality conformity analysis. Thank you for your time and consideration.

MS. STOLZ: Thank you, Chair Henderson and TPB members. I am Sally Stolz from Rockville, Maryland, and I'm one of the coordinators of a grassroots organization which was started in 2018 after many of us realized that what sounded like a laughable proposition was in fact serious. That was Governor Hogan's plan to run a toll road down the middle of I-270 and I-495. The project has had many setbacks for very good reasons, but it remains in Visualize 2050 as the I-495/270 express toll lanes.

So let's go back to 2018. Lower I-270, which bisects Rockville, was in the final stages of the I-270 innovative congestion management project and now had 14 lanes in many places. Cars were moving at the speed limit or more. Slowdowns due to volume were essentially gone. If a backup occurred it could be traced to an accident, bad weather, or road work. The project had solved congestion on Lower 270. Building a toll road down the middle of it would destroy all those gains and create a new nightmare.

We formed "Don't Widen 270.org" and began collecting as much information as we could. The city of Rockville registered its concerns with MDOT early on, as did the National Capital Park & Planning Commission. We developed relationships

with urban planners, traffic modelers, legislators, environmentalists, and other experts who studied the technical details of the project. A huge body of research was growing, and we helped disseminate it to our thousands of readers. Those readers wrote thousands of letters to MDOT during the public comment periods of the environmental impact statements, draft, supplemental, and final.

The research made it clear that the toll lane plan is extremely inequitable, would actually create congestion and reduce safety for drivers in the general lanes, is truly disastrous for the city of Rockville, would increase greenhouse gas emissions and promote auto dependency, and would put Maryland taxpayers at huge risk just as the Purple Line P3 has.

You have received written testimony from many respected organizations and will be receiving more, validating that the I-495/270 express toll lanes project should not move forward.

MS. STOLZ: Please examine all of it very carefully. This project will do much more harm than good. Please remove it from Vision 250 (sic).

MS. SCHOAP: Good afternoon. My name is Margaret Schoap, and I'm with the Coalition for Transit Alternatives to Mid-County Highway Extended. I'm here today to extend our appreciation to the board for taking the following two actions: removing proposed Mid-County Highway from the Visualize 2045 update, and removing two final sections of proposed Mid-County Highway Extension from the draft -- which is in the draft Visualize 2050. Those two projects are Maryland 118, Germantown Road Extended from 355 to the roundabout at Watkins Mill. The other one is from 355 to the end of Middlebrook Road Extended, going east.

The removal of Mid-County Highway Extended is consistent with Montgomery County's climate action plan and is in alignment with Thrives Montgomery 2050, and it pledges to address the following three things.

Climate action. It will address climate action by addressing air quality, water quality, flooding, and biological diversity. It will address environmental justice by examining land use decisions to identify vulnerable communities that have become a receiving area for unwanted and potentially harmful land uses. And it has pledged to address human health by promoting policies that reflect the research demonstrating the

physical and mental health benefits of reducing air pollution and extreme heat.

Again, we give great thanks for the motions that you have made towards eliminating M83.

MR. SCHWARTZ: Thank you, Chair and members of the TPB. My name is Stewart Schwartz, and I'm the executive director of the Coalition for Smarter Growth. We're now a 27-year-old nonprofit founded by the region's leading conservation groups, and our vision is a network of mixed-use walkable inclusive communities linked by our transit networks, as the most sustainable and equitable way for our region to grow.

In 1995, after I'd left the navy and ran away from law school, I worked for the President's Council for Sustainable Development and I saw the IPCC reports about climate change. They didn't tell us about climate change in the navy back then. They do now. But it was shocking to me at that time. It's hard to believe that was over 30 years ago and I've been now involved with TPB since actually 1996 as a volunteer and 1997 when we were founded.

And we made the case -- smart planners in our community made the case for this network of walkable transit oriented communities as the most sustainable way to grow and as an alternative to further sprawl and more highway expansion. Ultimately, this is adopted in the Region Forward Plan by the Council of Governments as a vision for the future, matched with the activity centers plan and your goals to focus 75 percent of

jobs and housing at high-capacity transit and your goals to address equity, including the east-west economic divide and your excellent climate report with a goal of reducing greenhouse gas emissions by 50 percent by 2030. And to the credit of this body, you were the leading MPO in the nation to agree to also reduce transportation emissions by 50 percent by 2030. At the same time, you agreed to zero-based budgeting and to a scenario to meet these climate goals in your 50 percent goal. That's why we are so disappointed with what we see here today.

We do see some projects have been removed and cut but I'm sorry, but if Mr. Stanford still likes this plan, then we have not done enough. We have much more to do. My wife and I are not fortunate enough to have children. If I had children and grandchildren right now, I would be horrified and terrified about the world we are leaving to them right now. I say this as a navy veteran, not as a radical environmentalist. We can not keep dragging our feet. We can not do business as usual. You have the time to get this plan right since we started it early, and I hope you can get it right and reduce emissions by 50 percent by 2030. Thank you.

**Frequently Asked Questions
Received during the March 2024 Comment Period**

Questions from TPB Board Members

- 1. We would like to know how well our jurisdiction is doing over time. Is it possible for this round of analysis to assess whether a locality's policies, programs, and projects are impacting VMT, GHGs, and other metrics?**
 - Examining the effectiveness of the actions taken to address transportation system needs in relation to the goals is a very important element of decision making. The goals adopted by the TPB are regional in scale, as is its long-range transportation plan, which represents the collective action of the region to achieve its collective goals. The COG/TPB technical tools and methodology used to estimate changes in travel and system performance are regional in nature and are, thus, not best suited to assess smaller geographies (such as individual jurisdictions within the TPB planning area). Additionally, and importantly, there is a significant amount of inter-jurisdictional travel in the region, for both work and non-work purposes, that makes establishing a relationship between one jurisdiction's policies, programs, and projects to changes in travel and its impacts both challenging and somewhat subjective. There are opportunities, tools and approaches to assess impacts of specific policies, projects and programs at a local level through before-and-after studies that local transportation agencies are best suited to undertake.

- 2. To understand what we as a region have accomplished over time, is it possible to do a comparison over a 10-to-15-year period?**
 - Yes. There are several measures that could be used to assess changes/progress over the past several years including travel patterns, travel experience and travel demand. Such data is collected as part of either program evaluation, e.g., Commuter Connections, or a regional program, such as the Congestion Management Process (CMP). It is important to note that travel patterns and demand are affected not just by changes in the transportation system and services, but also often by changes in socio-economic aspects of the region. Data on such changes, including population, employment, land use, and the economy are tracked, yet at different levels and frequencies. The TPB's CMP explains how congestion in the region has changed with regard to freight, highway, transit, managed lanes, and airport access. The most recent CMP report is available [here](#). Staff will examine what additional types of data can be compiled.

- 3. Regarding the [Project Summary Table](#), what was the process that staff conducted to determine whether a project aligns with the TPB goals? There appears to be some inconsistencies across the projects.**
 - The transportation agencies were asked to provide information on a menu of topics for each project including the project's support of various TPB goals. TPB staff held training for staff from implementing agencies (state and local government) on how to respond to the project input questions. TPB staff reviewed the information provided by the agencies for each project in conducting a qualitative assessment of the assertions made with respect to the TPB goals. TPB staff also associated the TPB goals with the federal planning factors that are to guide an MPO's transportation plan. It is likely that this information was missing for some of the

projects OR was incomplete. TPB staff will continue to work with implementing agencies to make any corrections or edits as needed.

4. Do projects only need to comply with one of the ten federal planning factors?

- Yes, projects only need to comply with one factor.

5. Could you please clarify the Maryland Op Lane projects proposed for inclusion?

- Detailed information about the proposal for express lanes in Maryland as part of Visualize 2050 is available in a separate [FAQ handout](#).

6. Regarding the 2021 Resolution and zero-based budgeting directive, how can we as an MPO and as local agencies meet the directive to provide multiple build scenarios for project proposals?

- TPB staff, over the years, have conducted large-scale scenario analyses. For instance, if the region does not build highway projects but instead builds transit projects, or if the region does not invest further into the transit system. Some of these scenarios were for a target year of 2040 and some were for 2045. These scenarios were summarized (see [Summary of Findings](#) and [Detailed Findings](#)) at the beginning of the Visualize 2050 development process to inform the jurisdictions and help guide their decisions on the types of projects to submit for Visualize 2050.

7. The region has set GHG goals, what environmental goals and standards are applicable to this process? Are we just meeting the federal minimum standards or are we going beyond the minimum?

- The TPB's first priority is to make sure ozone-forming pollutants will be below a certain level that is acceptable to the EPA, which is the focus of the air quality conformity analysis to be undertaken over the next ten months. Secondly, while not yet prescribed by the feds, the TPB has set the goal for the region to reduce on-road GHG emissions 50% below 2005 levels by 2030 and 80% below 2005 levels by 2050. As such the TPB's process goes beyond meeting the federal standards. The [Climate Change Mitigation Study](#) identified several strategies that would reduce GHG and also contribute to reducing ozone forming pollutants. Some of these strategies are aimed at reducing travel or changing the mode of travel, and others are aimed at changing the fuel used to travel. The TPB is pursuing strategies across all these pathways. The TPB study found that transitioning vehicle fleets to cleaner fuels would be the most effective strategy in meeting these GHG reduction goals, though achieving this transition is going to take time and will require efforts beyond the TPB's purview.

8. Is there a set goal for VMT reduction per capita?

- No, there is no numeric goal for per capita VMT reduction, rather a more general goal to see VMT reduction per capita throughout the region over time. This itself is challenging in a region that continues to grow, adding more households every year, and each household typically results in about 8-10 trips/day.

9. Why is a portion of the Falls Church/Fairfax County Route 7 BRT project not included in Visualize 2050?

- This Route 7 project is listed in the Transportation Improvement Program for planning and engineering and is documented as an ongoing study. It is not included in the project list for air quality analysis because there is no reasonable anticipated funding available for construction at this time. The project can be added once funding has been secured or found to be reasonably available at which time the plan can be amended for its inclusion.

Questions from the Public

About PROJECTS:

10. What express lanes are proposed in Maryland?

- Please see this [FAQ](#) on the proposed Maryland express lanes. Note, the section of I-270 north of I-370 to I-70 is currently included as a study, not coded.

11. Why are there few or no projects in my locality?

- Each locality/state/transit agency submitted only capacity-related projects that have significance when measuring future air quality. This does not reflect the full spectrum of transportation projects planned within a locality or in the region. If few or no projects are listed within a locality that means no capacity-related projects have been proposed at this time.

About CLIMATE CHANGE:

12. What policies does the TPB have regarding greenhouse gas (GHG) emissions?

- Greenhouse gases are not a criteria pollutant, and therefore are not covered by the National Ambient Air Quality Standards (NAAQS), so they are not required as part of the air quality conformity analysis. Despite the absence of a federal mandate to estimate GHGs for the region's transportation plan, the TPB has estimated GHG emissions caused by on-road transportation since 2010 and has provided this information as part of the plan's performance analysis. See, for example, Chapter 8, p. 225, Figure 8.27 of Visualize 2045. See also the discussions of GHGs on pp. 129-134 (Chapter 6).¹

The TPB endorsed COG's economy-wide GHG reduction goals. In June 2022, the TPB adopted the same goals specifically for the on-road sector, making the TPB the first MPO to voluntarily adopt GHG reduction goals specific to the on-road transportation sector. The goals are 1) 50% below 2005 levels by 2030; and 2) 80% below 2005 levels by 2050. 2) These are very ambitious goals that will be very challenging to meet. TPB has conducted multiple scenario

¹ "2022 Update to Visualize 2045, a Long-Range Transportation Plan for the National Capital Region," June 15, 2022.

studies aimed at finding viable solutions for attaining these GHG reduction goals. GHG reduction goals and strategies that were adopted by the TPB are part of the TPB's [Synthesized Policy Framework](#).

About EQUITY:

13. How is equity considered in these projects?

- Agencies had the option to explain how the project supports or advances equity, but some agencies may have omitted this information. The TPB will conduct an Environmental Justice analysis on the regional impact of all the projects following the plan's approval. Separately, as part of the National Environmental Policy Act (NEPA), implementing agencies that have individual projects financed entirely or in part by federal agencies are required to analyze environmental effects of the project which includes considerations of Environmental Justice populations.

About the MODEL:

14. What pollutants does the TPB model include in the Air Quality Conformity Analysis?

- The TPB's air quality conformity analysis is only for ground-level ozone, which is one of the six criteria pollutants with a national standard established by the EPA. Ground-level ozone is produced when volatile organic compounds (VOCs) and nitrogen oxides (NOx) mix with sunlight. The air quality conformity process refers to a very specific set of tasks that metropolitan planning organizations (MPOs) and states are required to conduct to be able to obtain federal funding for the projects in the region. "Conformity" is a requirement of the federal Clean Air Act (CAA) to ensure that 1) transportation plans and transportation improvement programs are consistent with air quality goals, and 2) progress toward achieving and maintaining federal air quality standards is being made. Using a set of required tools, including EPA's mobile emissions estimation model, MOVES, and the region's travel demand forecasting model, a conformity analysis is undertaken to forecast VOCs and NOx emissions from the vehicles on the region's planned transportation system. The analysis must demonstrate that those emissions are within limits outlined in state air quality implementation plans (SIPs) and approved by the EPA.

15. How are transit, bike, and pedestrian modes considered in the model?

- The COG/TPB Gen2/Ver. 2.4 Travel Model is an advanced, trip-based, "four-step" model, which accounts for traffic congestion and ensures that congested speeds are used consistently throughout the model as appropriate. The travel model, which is consistent with best practices for regional travel models, represents vehicular travel that produces emissions and includes, automobiles, trucks, and transit vehicles. Biking and walking trips are neither explicitly represented nor included in emissions estimation, yet they are included in

calculating the total number of trips generated in the region and as a mode to travel to access transit. More information can be found in TPB's travel model documentation.²

16. How are traffic jams and traffic lights considered in the model?

- The air quality conformity analysis makes use of the regional travel demand forecasting model (the Gen2/Ver. 2.4 Travel Model) and the EPA's mobile emissions model (MOVES). The regional travel model is an advanced, trip-based, "four-step" model, which accounts for traffic congestion, and thus includes the effects of traffic jams. The travel model is consistent with best practices for regional travel models and ensures that congested speeds are used consistently throughout the model. However, static traffic assignment models are macroscopic models that do not have the resolution to represent traffic lights. By contrast, sub-regional analyses conducted by some state and/or local governments may include mesoscopic and/or microscopic traffic assignment models that do represent traffic lights, but this type of traffic assignment model is not commonly found in regional travel models.

17. What type of VMT will be analyzed and with what methodology?

- The regional travel demand forecasting model (the Gen2/Ver. 2.4 Travel Model) is used to estimate VMT for various forecast years and all types of motor vehicles. Additionally, the modeling is performed for a typical weekday and includes both work and non-work related trips. As such, VMT can be summarized by trip purpose (e.g., work vs. non-work). The Gen2/Ver. 2.4 Travel Model is an advanced, trip-based, "four-step" model, which accounts for traffic congestion using a static traffic assignment within a speed-feedback loop, which ensures that the VMT reflects congested speeds, when applicable. The travel model is consistent with best practices for regional travel models.

18. How does the travel model account for induced demand and its effect on land use changes?

- TPB's air quality conformity analysis makes use of the regional travel demand forecasting model (the Gen2/Ver. 2.4 Travel Model) and the EPA's mobile emissions model (MOVES). The regional travel model is an advanced, trip-based model and is consistent with best practices for regional travel models. Use of the MOVES mobile emissions model is mandated by the U.S. Environmental Protection Agency.

The current travel model is state of the practice in terms of capturing induced demand primarily through speed feedback loops and, like most four-step travel models, it can capture induced demand arising from most of the immediate and some near-term/long-term travel behavioral interactions.

19. Are current telework practices reflected in the model, and can you explain how these assumptions will be different for Visualize 2050?

- COG/TPB's current production-use travel demand forecasting model (the Gen2/Ver. 2.4.6 Model) was estimated and calibrated using empirical data (primarily household travel

² Meseret Seifu et al., "User's Guide for the COG/TPB Gen2/Version 2.4.6 Travel Demand Forecasting Model" (Washington, D.C.: Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, July 11, 2023), <https://www.mwcog.org/transportation/data-and-tools/modeling/model-documentation/>.

surveys and transit on-board surveys) which occurred prior to the Covid pandemic, and, thus, was not calibrated to reflect pandemic effects on travel behavior. The air quality conformity analysis and performance analysis of Visualize 2050, will be conducted using the current, production-use travel model (and latest EPA mobile emissions model, MOVES4), without incorporating revised, post-pandemic telecommuting and/or travel pattern assumptions, since we currently do not have sufficient empirical data to re-estimate and re-calibrate the regional travel demand model. Nonetheless, COG is in the process of collecting such data for future model development work. It should be noted that the current model, which assumes pre-Covid telecommuting rates, will tend to overestimate VMT and emissions, and will, thus, provide a conservative estimate of mobile emissions (i.e., it will tend to overestimate mobile emissions).

20. Can the model account for policy scenarios such as EV incentives or higher gas taxes?

- The COG/TPB travel demand forecasting model can estimate the effect of gas taxes on travel, but it is not designed to be used to model vehicle purchasing behavior. Nonetheless, the EPA’s MOVES emissions model requires inputs about the percentage of the vehicle fleet by fuel type (including EVs), so it is possible to test changes in the vehicle fleet. The TPB has used its regional travel demand model in many of its past scenario studies.

It is important to note that while the TPB acknowledges the importance of assessing greenhouse gas (GHG) emissions, equity, congestion, EV incentives, user fees, and other elements as possible future scenarios, such a scenario analysis is not part of the transportation conformity analysis performed for Visualize 2050.

To elaborate, the air quality conformity process refers to a very specific set of tasks that metropolitan planning organizations (MPOs) and states are required to conduct on its transportation plan and transportation improvement program (TIP) if the MPO is in non-attainment of federal standards for air quality. Both the Plan and the TIP have specific federal requirements to adhere to including that the projects, programs and policies in these should be based on funding that is reasonably expected to be available and should be based on the latest set of officially adopted planning assumptions. In essence, the Plan and TIP cannot be a “what if” analysis as examined in a scenario analysis.

About ROADWAYS:

21. How do express lanes help improve air quality or help achieve climate goals?

- The TPB has many goals which the transportation projects aim to achieve, such as providing affordable and convenient multimodal options, promoting livable and prosperous communities, increasing transportation-related safety, and enhancing environmental protection (which includes air quality). Visit the plan [webpage](#) for more information about priority strategies designed to achieve one or more of the TPB’s goals. It is not expected that every proposed transportation project or policy will make progress on every goal.

Regarding the ability of express lanes/high-occupancy toll (HOT) lanes to help air quality, the Federal Highway Administration (FHWA) noted, “Like their HOV counterparts, HOT lanes have the potential to help improve air quality where they are implemented. High-occupancy lanes might help to reduce harmful impacts to the environment associated with congestion, especially by encouraging the use of multi-passenger vehicles or mass transit systems.”³

22. How do express lanes help improve congestion?

- Express lanes have the potential to reduce congestion in several ways depending upon, among other things, their location and operational environment. If express lanes are located parallel to regular lanes that are congested, then by shifting vehicles to the express lanes congestion on the regular lanes could be reduced. Express lanes that generate revenues could be used to provide a new transit service which reduces the number of vehicles and thus congestion. Express lanes designed to allow vehicles with more than a certain number of people to travel for free will promote the formation of carpools and vanpools which reduce the number of vehicles and thus reduce congestion. Overall Express lanes have the potential to provide new more reliable travel options and reduce congestion.

23. Why are there so many roadway widening projects?

- The TPB’s planning area covers a large area – about 3,800 square miles and includes a large roadway network with more than 17,000 lane miles of different functional classes (Interstates, HOT lanes, parkways, major and minor arterials, local roads, etc.) The roadway network serves thousands of communities – residential, commercial, mixed use, which generate large number of vehicular trips – about 12M (including transit trips) for work and non-work purposes and logs about 120M vehicle miles in a typical day. Several operating conditions at the community/local levels related to safety, congestion, and access merit attention and widening a segment of a roadway are at times what the local transportation agency determines to be the best solution.

24. What are the meaningful alternatives, with comparative scenarios, to the roadway expansions/extensions?

- Both COG and TPB have conducted a myriad of scenario studies to estimate the effects of different futures and assumptions on the region. The following studies provide additional details:
 - “What Would It Take? Transportation and Climate Change in the National Capital Region.” Final Report. Washington, D.C.: National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, May 18, 2010. <http://www.mwcog.org/uploads/pub-documents/qF5eXVw20110617114503.pdf>.
 - “CLRP Aspirations Scenario, TPB Scenario Study.” Final Report. Washington, D.C.: Metropolitan Washington Council of Governments, September 8, 2010. http://www.mwcog.org/store/item.asp?PUBLICATION_ID=409.

³ “Page 1, HOT Lanes, Cool Facts,” Pamphlet (Washington, D.C.: U.S. Department of Transportation, Federal Highway Administration, April 2012).

- “An Assessment of Regional Initiatives for the National Capital Region: Executive Summary, Technical Report on Phase II of the TPB Long-Range Plan Task Force.” Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, December 2017. <https://www.mwcog.org/documents/2017/12/20/long-range-plan-task-force-reports-projects-regional-transportation-priorities-plan-scenario-planning-tpb/>.
- “An Assessment of Regional Initiatives for the National Capital Region: Technical Report on Phase II of the TPB Long-Range Plan Task Force.” Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, December 20, 2017. <https://www.mwcog.org/documents/2017/12/20/long-range-plan-task-force-reports-projects-regional-transportation-priorities-plan-scenario-planning-tpb/>.
- “TPB Climate Change Mitigation Study of 2021: Scenario Analysis Findings.” Final Report. National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, January 7, 2022. <https://www.mwcog.org/tpb-climate-change-mitigation-study-of-2021/>.
- “TPB Climate Change Mitigation Study of 2021: Additional Transportation Scenarios Analysis: TPB Survey Identified Scenarios.” Final Report. National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, June 3, 2022. <https://www.mwcog.org/events/2022/5/18/tpb-climate-work-session/>.
- “A Summary of the TPB and COG Scenario Study Findings: Informing Planning for the Metropolitan Washington Region.” Draft Report. National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, November 3, 2022. <https://www.mwcog.org/events/2022/11/4/tpb-technical-committee/>.
- “Appendix A: Detailed Findings, Scenario Study Findings, Informing Planning for the Metropolitan Washington Region.” Draft Report. National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, November 3, 2022. <https://www.mwcog.org/events/2022/11/4/tpb-technical-committee/>.

25. For the road extensions that connect to other major arteries, is there adequate exploration of the mileage possibly saved or environmental degradation incurred?

- As part of the National Environmental Policy Act (NEPA), implementing agencies that have individual projects financed entirely or in-part by federal agencies are required to analyze the impacts of the project both on travel and the environment which includes considerations of potential impacts to the social and natural environment.

26. How can you claim these projects enhance access, transit, or reduce greenhouse gases?

- The TPB has many different goals, including improving reliability and efficient system operations, providing affordable and convenient multimodal options, and improving air quality (for both criteria pollutants and GHG emissions). Some proposed projects may help attain some goals but may not be helpful with other goals.

27. What are the benefits of allowing trucks in express lanes?

- Trucks are a necessary part of the transportation system, moving cargo and supplies used by everyone (e.g., groceries, appliances, and factory equipment). Most people prefer to limit the amount of truck traffic on local roads even though such traffic cannot be eliminated on local roads. If trucks are allowed in express lanes, that will reduce truck traffic on parallel roads, such as minor and major arterials. Trucks must pay a toll to use the express lanes providing additional revenue for other transportation improvements including transit.

About TRANSIT:

28. Why aren't there more transit projects being done sooner?

- Projects are at varying stages of development with transit projects usually taking longer and being more expensive to implement. Available funding also limits the number and types of projects that can be developed. Also, the projects presented for this comment period are only those that impact system capacity so many other types of transit projects agencies are working on are not reflected here, like bus replacements, bus stop improvements, and other transit enhancements.

About BICYCLES AND PEDESTRIANS:

29. How are pedestrians and bicyclists included in these projects?

- Please review the detailed project description sheets available via the Project Summary Table which explain the non-motorized accommodations planned for each project.

30. Why are trails projects not included?

- Trails are not part of the air quality modelling analysis. Only vehicle or transit capacity impacting projects are included in this comment period because of their potential to impact future attainment of air quality goals and thus must go through a multi-month modeling analysis to make this determination. Trail planning and construction continues to be active in the region, and trails will be reflected in the final plan's project list.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

April 15, 2024

The Honorable Christina Henderson, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: TPB Virginia Member Agencies Responses to Comments Received from March 2024 Public Comment Period

Dear Chair Henderson:

As requested, provided are responses by the Virginia Department of Transportation (VDOT), Fairfax, Loudoun, and Prince William counties, to public comments received on the air quality conformity (AQC) inputs to Visualize2050, during the TPB formal one-month public comment period that occurred in March 2024.

It is worth emphasizing that the Commonwealth, VDOT and our regional partners took the plan update process seriously; consideration to the zero-base budget and all TPB's goals and priorities (safety, maintenance, reliability, environmental protection, etc.) was paramount for this update. The member jurisdictions reviewed their priorities and goals for alignment with TPB's goals and priorities. This in some cases has resulted in the removal or modification of projects in the plan (including roadway widening projects) as well as looking for opportunities for more multimodal projects, and a balance approach for investment in all modes of transportation.

We believe that the proposed projects in the plan are designed to provide our customers with excellent travel options, maintain a reasonable level of service for all modes, and offer a high degree of travel time reliability. This allows residents and businesses to plan their activities efficiently and make the most of their time.

VDOT RESPONSE

I-95 Bi-Directional Express Lanes

- The current I-95 Express Lanes system is reversible and switches directions according to the peak commute direction. Adding express lanes capacity in the counter-peak direction on the I-95 Express Lanes would enable efficient travel in both directions.
- It would also provide more travelers seamless connectivity to Northern Virginia's more than 90-mile express lanes network.
- This project provides new travel choices for even more express lanes users who want a faster and more reliable trip – including drivers who choose to pay a toll, and carpoolers (HOV-3+) and bus riders who travel toll-free, which is consistent with other Northern Virginia Express Lanes.
- An environmental study is underway.
- This project improves travel time and travel flow for vehicles mainly in general purpose lanes, which helps lessens environmental impacts associated with emissions, and provides a missing reliable travel option in the off-peak direction.

VirginiaDOT.org
WE KEEP VIRGINIA MOVING

- The project supports the following federal planning factors:
 - Increase accessibility and mobility of people.
 - Increase accessibility and mobility of freight.
 - Promote efficient system management and operation.
 - Support the economic vitality of the metropolitan area especially by enabling global competitiveness productivity and efficiency.
 - Protect and enhance the environment promote energy conservation improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

I-95 Express Lane Access for Trucks and I-495 Express Lane Access for Trucks

- These projects do not involve road widening, however, does changes classifications of vehicles allowed in both the I-95 and I-495 Express Lanes in Virginia.
- Along I-95, transit payments in project agreements allow toll revenues to fund transit and multimodal improvements.
- The travel options benefit a variety of users, not just with one or two passengers in a vehicle choosing to pay a toll. Managed lanes promote carpooling with HOV 3+ for free as well as transit usage, with buses traveling for free with faster and more reliable service.
- The project allows for a faster and better travel time reliability for freight movement, which helps lessens environmental impacts associated with emissions, and could provide an economic benefit to the region by allowing freight companies to improve efficiencies. Dynamic tolls fluctuate based on traffic volumes and speed will manage demand for the lanes. Additionally, toll prices will be set based on classification of vehicle.
- This project redistributes truck traffic between right-most lanes of I-95 and I-495 general purpose lanes and the express lanes but does not induce new truck demand along the corridor.
- Posted speed limits would not be changed.
- The funding source to be determined once a preferred alternative is approved, and study becomes a project.
- The project supports the following federal planning factors:
 - Support the economic vitality of the metropolitan area especially by enabling global competitiveness productivity and efficiency
 - Protect and enhance the environment promote energy conservation improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns
 - Increase accessibility and mobility of freight

I-495 Southside Express Lanes (SEL)

- VDOT recognize that travelers on this section of I-495 are facing increasing congestion and challenges now. We also realize that rail would be a very costly and long-term option that may not be feasible for decades to come. So, we are focused on solutions that could be implemented in the nearer term, cost effectively and largely within the footprint of the existing corridor.
- The I-495 SEL project would provide an Express Lanes connection on the eastern end of the interstate that currently does not have Express Lanes, beginning east of the Springfield Interchange.
- The ongoing National Environmental Policy Act (NEPA) analysis considers a two-lane Express Lane system that could extend across the Woodrow Wilson Bridge to the MD 210 Interchange.
- The project would accommodate bus transit enhancements. Alternatives under NEPA review do not preclude rail on the bridge by either retaining existing, unoccupied space or by incorporating

a requirement to convert necessary space to rail transit in the future when a rail expansion is funded for implementation.

- The project would provide additional travel choices, including carpooling (HOV 3+) and opportunities for more reliable trips on transit. New ramp connections to the Express Lanes would be provided at Van Dorn Street Interchange and at US Route 1 in Virginia, and at I-295 and MD-210 in Maryland.
- Funding source to be determined once a preferred alternative is approved, and study becomes a project.
- This project is identified as one of TPB’s aspirational initiatives “Expand the Express Highway Network” and supports the following federal planning factors:
 - Increase accessibility and mobility of people
 - Increase accessibility and mobility of freight
 - Promote efficient system management and operation
 - Support the economic vitality of the metropolitan area especially by enabling global competitiveness productivity and efficiency

I-495 Express Toll Lanes Northern Extension (NEXT)

- I-495 NEXT is in its third year of construction, with the new 2.5 miles of express lanes on track to open in December 2025. Final project completion is scheduled for May 2026.
- NEPA requirements met by project, Environmental Assessment with Finding of No Significant Impact (FONSI)
- This is an independent project that will provide time savings for express lanes users and reduce cut-through traffic on local roads.
- The project is providing new infrastructure by replacing bridges across the Beltway, as well as safety and operational improvements including direct access ramps to express lanes at the Dulles Toll Road and George Washington Memorial Parkway interchanges, and new roadway features like acceleration/deceleration lanes and auxiliary lanes.
- In addition, multi-modal improvements are part of the project – a new bus route between Tysons and Bethesda is planned to begin this summer. This new bus service is paid for by the Commonwealth and our I-495 Express Lanes project partner. Bus riders and vehicles with three or more people will be able to experience faster and more reliable on the new express lanes toll-free. It also includes a number of bike and pedestrian improvements. These include sidewalk and share use path upgrades and additions. Also, a park annex to facilitate parking for bicyclists wishing to use the shared use path at the Georgetown Pike and Balls Hills Road intersection is being built with the project.
- A new commuter bus service between Tysons and Bethesda is launching this summer paid for with Commonwealth and concessionaire funding as part of the I-495 NEXT project.
- This project provides new travel choices for even more express lanes users who want a faster and more reliable trip – including drivers who choose to pay a toll, and carpoolers (HOV-3+) and bus riders who travel toll-free, which is consistent with other Northern Virginia Express Lanes
- Funding source to be determined once a preferred alternative is approved, and study becomes a project.
- This project is identified as one of TPB’s aspirational initiatives “Expand the Express Highway Network” and supports the following federal planning factors:
 - Emphasize that preservation of the existing transportation system
 - Increase accessibility and mobility of people
 - Promote efficient system management and operation

I-66 Multimodal Improvements (Inside the Beltway)

- The construction portion of this project has been completed.
- The project includes 22.5 miles of new Express Lanes along side of three general purpose lanes; enhancements to interchanges, additional auxiliary lanes, new park and ride lots, new and expanded bus service and transit routes, and 11 miles of new bike and pedestrian trails.
- Revenues collected from tolls are used to fund transit and other multimodal projects.
 - Through the Northern Virginia Transportation Commission (NVTC), Commuter Choice Program, the revenue collected from tolls along I-66 are reinvested to fund transit and multimodal projects. To date, \$66.2M of toll revenue has been reinvested to fund 41 transit/multimodal projects along the I-66 corridor, one of the proven benefits of the I-66 project.

I-495 Auxiliary Lanes

- The primary goal of the auxiliary lanes is to improve safety and reduce instances of high-speed differences between the regular lanes due to weaving of entering and exiting traffic.
- This project is not conducive to addressing access for pedestrians or bicyclists, as it is related to safety and operations between adjacent interchanges.
- The project not only improves network connectivity, but helps environmental impacts associated with emissions.
- The project supports the following federal planning factors:
 - Increase accessibility and mobility of people.
 - Increase accessibility and mobility of freight.
 - Promote efficient system management and operation.

FAIRFAX COUNTY RESPONSE

The following are some overarching comments on how some of the data is displayed in TPB public comment summary document.

- Showing the project types in separate maps as depicted by way of MetroQuest (page 7) and calculating participant support (beginning on page 148) misses the fact that most of these projects were conceived to work synergistically within the transportation network and surrounding land uses.
 - For example, Fairfax County is widening US1 and constructing a 7-mile Bus Rapid Transit system in that corridor. There are multiple bicycle and pedestrian projects throughout the US1 corridor that will complement the roadway widening and BRT components. Participant support for the BRT component is 95.7%. However, participant support for the widening complementing the BRT is 10.3%.
 - Another example project is the widening of Frying Pan Road. Participant support for this project is 11.5%. As shown in this manner, the project appears to be a stand-alone widening project. However, there is tremendous growth in the area in general, and multiple land-use developments are happening on both sides of this roadway.
 - All Fairfax County roadway projects include bicycle and pedestrian components. That said, the percentages of participant support statistics display a sort of incongruency in how the information is being communicated (displayed) and how it's being received (interpreted or understood).

LOUDOUN COUNTY RESPONSE

EQUITY: Transportation Equity assures communities have accessible and affordable transportation for everyone in the community resulting in fair distribution of transportation resources, benefits, costs, programs, and services based upon differences in income, ability and other factor affecting transportation choice and impact.

All projects in Loudoun County, are guided by the 2019 Comprehensive Plan (Plan) and is driven by the following vision and goals:

1. Enhanced multimodal safety for all system users.
2. A reliable and efficient multimodal transportation network.
3. Transportation choices that connect people to their communities, employment centers, educational institutions, activity centers, and other amenities.
4. Integration with neighboring jurisdictions to improve regional and statewide connectivity and to attract residents and businesses to Loudoun County.
5. Context-sensitive planning and design that addresses the different characteristics and needs of the Urban, Suburban, Transition, Towns, and Rural Policy Areas; Towns; and Joint Land Management Areas (JLMA).
6. A transportation network supportive of the County's overall vision to support economic development, create vibrant, safe communities and public spaces, and protect natural and heritage resources.

TPB ASPIRATIONAL INITIATIVES: Loudoun County aspires to be a place where pedestrians and cyclists of all abilities have a safe, secure, and convenient transportation network of walkways and bikeways that enable efficient movement to and from home, work, school, shopping, libraries, parks, and community centers. This project follows the Countywide Bicycle and Pedestrian Policies that prioritize construction of bicycle and pedestrian accommodations and connections associated with construction and improvements to arterial and collector roadways with emphasis on the completion of connections between existing facilities in an effort to provide regional connections, and to the provision of safe walking and bicycling routes to new and existing public schools.

Route 15 North Widening

The results of the Route 15 North Congestion Report, initiated to reduce traffic congestion between Battlefield Parkway and Whites Ferry Road, were presented to the Board of Supervisors in May 2017. Recommendations from the report included widening US Route 15 from two to four lanes between Battlefield Parkway and Montresor Road. As a result of the report, the board directed the initiation of the Route 15 North Safety and Operations Study to identify potential improvements between Whites Ferry Road and the Maryland state line. The adopted Countywide Transportation Plan (CTP) was amended in 2018 to widen US Route 15 from two to four lanes between Battlefield Parkway and Montresor Road. The project scope includes: a signalized Continuous Green "T" (CGT intersection) at North King Street to allow through traffic to continue north on US Route 15 without stopping, an updated signalized intersection at Whites Ferry Road, and a two-lane hybrid roundabout at Montresor Road at a realigned section of Limestone School Road opposite Montresor Road. The project also includes a shared use path / regional trail along the west side of US Route 15 from Tuscarora High School to Montresor Road, and a shared use path / regional trail along the entire length of Whites Ferry Road. As called for by the CTP, the design process includes context-sensitive methods for transportation projects in the Rural Policy Area and follows the guidelines for the Journey Through Hallowed Ground National Scenic Byway.

PRINCE WILLIAM COUNTY RESPONSE

The following are responses for five new roadway projects proposed to be added to Visualize2050 Plan.

- Two of the projects, the Route 29 Alternative and Pageland Lane, provide less impactful alternatives to the Manassas Battlefield Bypass project, while achieving the goal of the National Park Service to close the park to through traffic and improving local and regional mobility.
- The Residency Road Bridge project proposes to construct a bridge over railroad tracks to provide a direct vehicle, pedestrian and bicycle connection between the Innovation Activity Center and the Broad Run VRE Station. This project will be critical to supporting the local and regional goal of directing 75 percent of population, employment, and housing growth to activity centers.
- The US 28 Bull Run Bridge Study is a study to identify and evaluate alternatives for improving the existing Bull Run Bridge, which connects Prince William and Fairfax County. The Route 28 corridor is targeted for Bus Rapid Transit and widening of the bridge is anticipated to support these transit plans.
- The final road project is the Graham Park Road Diet. This is a project to remove vehicle lanes in an Equity Emphasis Area and convert to pedestrian and bicycle facilities. This is the County's first road diet project and was developed with technical assistance from the TPB Regional Roadway Safety Program.

Thank you for providing the TPB Virginia member agencies an opportunity to offer responses to public comments. Representatives from VDOT and Virginia localities will be available to follow-up as needed with any additional information.

Sincerely,



for

Bill Cuttler, P.E.
Northern Virginia District Engineer

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