



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Public Comment for the September 2023 TPB Meeting
DATE: September 20, 2023

The Transportation Planning Board accepts public comment on a rolling basis. Comments can be submitted via email (tpbcomment@mwkog.org), online (mwkog.org/tpbcomment), Visualize 2050 Initial Project List Feedback Form (<https://www.surveymonkey.com/r/Viz2050Update>), mail, and phone. Comments are collected until noon on the Tuesday before the TPB meeting. These comments are compiled and shared with the board at the meeting the following day.

Public comments received from the Visualize 2050 feedback form are shared with the TPB Technical Committee at their monthly meeting. Comments received after the September 2023 Technical Committee meeting will be shared at October’s meeting.

Between noon at Tuesday, July 18 at noon on Tuesday, September 19, 2023 at noon, the TPB received 310 individual project comments from the Visualize 2050 Initial Project List Feedback Form and four comments submitted via email.

The comments are summarized below. All full comments are attached to this memo.

PUBLIC COMMENT FROM VISUALIZE 2050 FEEDBACK FORM

Comments on District of Columbia Projects

| Project | Strongly agree | Agree | Neutral | Disagree | Strongly disagree | Total |
|---|----------------|-------|---------|----------|-------------------|-------|
| Benning Rd Bridges and Transportation Improvements | | | 1 | | | 1 |
| C Street NE Implementation | | | | | 1 | 1 |
| District-wide Bicycle and Pedestrian Management Program | 2 | | | | | 2 |
| East Capitol Street Corridor Mobility & Safety Plan | | 1 | | | | 1 |
| Florida Ave NE Streetscape | | | 1 | | | 1 |
| Pennsylvania Avenue SE | | | 1 | | | 1 |
| South Capitol Street Corridor | | | 1 | | | 1 |
| South Capitol Street Trail | 2 | | | | | 2 |
| Union Station to Georgetown Streetcar Line | 2 | | | | | 2 |

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| TOTAL COMMENTS | | | | | | 12 |
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There are three project suggestions for the District of Columbia.

Comments on Maryland Projects

| Project | Strongly agree | Agree | Neutral | Disagree | Strongly disagree | Total |
|---|----------------|-------|---------|----------|-------------------|-----------|
| Addison Road I | | | | | 1 | 1 |
| Brunswick Line | 1 | | | | | 1 |
| Bus Rapid Transit: US 29 - Phase 2 | 1 | | | | | 1 |
| MARC Improvements | 1 | | | | | 1 |
| MD 28/MD 198 Corridor Study | | | | | 1 | 1 |
| MD 355 Bus Rapid Transit | 3 | | | | | 3 |
| MD 650 New Hampshire Avenue BRT | 1 | | | | | 1 |
| Middlebrook Road Extended Widening | | | | | 1 | 1 |
| Montrose Parkway | | | | | 1 | 1 |
| North Bethesda Transitway Bus Rapid Transit (BRT) Project | 1 | | | | | 1 |
| Op Lanes Maryland Phase 1 | | | | | 6 | 6 |
| Randolph Road Corridor Bus Rapid Transit (BRT) Project | 1 | | | | | 1 |
| US 29 Corridor | | | | | 1 | 1 |
| Veirs Mill Bus Rapid Transit | 1 | | | | | 1 |
| TOTAL COMMENTS | | | | | | 21 |

There are seven project suggestions for Maryland.

Comments on Virginia Projects

| Project | Strongly agree | Agree | Neutral | Disagree | Strongly disagree | Total |
|--|----------------|-------|---------|----------|-------------------|-------|
| Loudoun County Parkway Widening (Shellhorn Road to Ryan Road) | | | | | 2 | 2 |
| Alexandria 4th Track | 2 | | | | | 2 |
| Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance | 2 | | | | | 2 |
| Annapolis Way Extension | | | 1 | | | 1 |
| Arcola Boulevard Improvements | | | 1 | | | 1 |

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|---|---|---|---|---|---|---|
| Arkendale to Powells Creek Third Track Project and Potomac Shores Station | 1 | | | | | 1 |
| Battlefield Park Bypass Project | | | | | 5 | 5 |
| Battlefield Parkway/Route 15 Bypass Interchange | | | | | 1 | 1 |
| Belmont Ridge Road Reconstruct | | | 1 | | | 1 |
| Boone Blvd Extension | 1 | | | 1 | | 2 |
| Braddock Rd Improvements | | | | | 1 | 1 |
| Braddock Rd Improvements (Fairfax County Pkwy to Rte 123/Ox Road) | | | 1 | | 2 | 3 |
| Braddock Rd Improvements (I-495 to Burke Lake Road) | 1 | | | 1 | | 2 |
| Catharpin Road, Widening | | | | | 1 | 1 |
| Croson Lane widening | | | | | 1 | 1 |
| Crosstrail Boulevard, Segment C | | | | | 1 | 1 |
| Dale Blvd HOV Lanes | | | | | 1 | 1 |
| Dale City Parkway Node New Through Boulevard | | | 1 | | | 1 |
| DASH Service Expansion | 1 | 1 | | | | 2 |
| Dean Drive Widening | | | | | 1 | 1 |
| Devlin Road Widening | | | | | 1 | 1 |
| Duke Street BRT Design & Construction | 2 | 1 | | | | 3 |
| Dulles Airport Access Road Project | | | | 1 | 7 | 8 |
| Dulles Toll Road Collector | | | | 1 | 5 | 6 |
| Dulles Toll Road Expansion | | | | 1 | 2 | 3 |
| Dulles West Boulevard | | | | | 1 | 1 |
| Eisenhower Valley Access and Circulation Improvements | 1 | | | | | 1 |
| Evergreen Mills Road Improvements | | | | 1 | | 1 |
| Fairfax County Parkway Improvements | 1 | | 1 | 1 | 5 | 8 |
| Farmwell Road Intersection Improvements | | | | | 1 | 1 |
| Franconia to Occoquan 3rd Track Project | 1 | | | | | 1 |
| Franconia-Springfield Parkway (and SOV) | | | | | 3 | 3 |
| Frontier Drive Extension | | | 1 | | | 1 |
| Frying Pan Road Widening | 1 | | | | 1 | 2 |
| Grant Avenue Road Diet | 1 | | | | | 1 |
| Greensboro Drive Extension | | 1 | 1 | 1 | | 3 |

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| Herndon Metrorail Intermodal Access Improvements | 1 | | | | | 1 |
| Herndon Metrorail Intermodal Access Improvements - Phase II | 2 | | | | | 2 |
| I-66 Improvements | | | | | 1 | 1 |
| I-95 Express Lane Extension to Fredericksburg | | | | | 1 | 1 |
| I-95 Reversible Ramp (EPG Southern Loop Road) | | | | | 1 | 1 |
| I-95 SB Ramp Improvements | | | | | 1 | 1 |
| I-95/VA 613 Interchange | | | | | 1 | 1 |
| John Marshall Widening | | | | | 1 | 1 |
| John Marshall Widening (University Boulevard to VA 621 Devlin / Balls Ford Road) | | | | | 1 | 1 |
| King and Beauregard Intersection Improvements, Phases 1 and 2 | | | | | 1 | 1 |
| Landmark Transit Center | 1 | | | | | 1 |
| Lee Highway Widening | 2 | | | | 1 | 3 |
| Liberia Avenue widening | | | | | 1 | 1 |
| Long Bridge VA - DC | 4 | | | | | 4 |
| Loudoun County Parkway | | | | | 1 | 1 |
| Loudoun County Parkway Interchange at US 50 | | | | | 1 | 1 |
| Loudoun: Evergreen Mills Road Realignment | | | | | 1 | 1 |
| Magarity Road Widening | | | | | 6 | 6 |
| Marina Way Extended | | | 1 | | | 1 |
| McGraws Corner Drive | | | | | 1 | 1 |
| Multimodal Bridge to Van Dorn Metro Station | 1 | | | | | 1 |
| Neabsco Mills Road | 1 | | | | 1 | 2 |
| New Braddock Rd. | | | 1 | | 4 | 5 |
| New Guinea Road, Construct | | | | | 2 | 2 |
| New Herndon Station Park and Ride Garage | | | | | 1 | 1 |
| Park and Ride Lot at Arcola Center | | | | | 1 | 1 |
| Potomac Shores | 1 | | | | 1 | 2 |
| Prentice Drive Improvements | | | | | 1 | 1 |
| Reston Parkway Improvements | | | | 4 | 5 | 9 |
| Richmond Highway /Fuller Heights Improvements | | | | | 1 | 1 |

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| Richmond Highway Corridor Improvements | | | | | 1 | 1 |
| Rock Hill Road Overpass Improvements | 1 | | | | 1 | 2 |
| Rolling Road | | | | | 3 | 3 |
| Rolling Road widening project | | 1 | | | 4 | 5 |
| Rollins Ford Road | | | | | 1 | 1 |
| Roundabout Sudley/Centreville | | | | 1 | | 1 |
| Route 1 Improvements | | | | | 2 | 2 |
| Route 1 Metroway Extension (Alexandria) | 1 | | | | | 1 |
| Route 123/ Route 1 Interchange in PWC | | | | | 1 | 1 |
| Route 15 Bypass/Edwards Ferry Road Interchange | | | | | 1 | 1 |
| Route 15 North Widening | | | | | 1 | 1 |
| Route 50 / Everfield Roundabout | | | | | 1 | 1 |
| Route 50 Corridor Improvements in Fairfax and Loudoun Counties | | | | 1 | 2 | 3 |
| Route 7/George Washington Blvd Overpass | | | | | 1 | 1 |
| Route 7-690 Interchange | | | | | 1 | 1 |
| Rte 7 Corridor Improvements - Phase 2 | 1 | | | | 1 | 2 |
| Rte. 28 Bypass | | | | | 1 | 1 |
| Shirley Gate Road Improvements | | | | | 3 | 3 |
| Soapstone Drive Connector | 2 | | | 1 | 1 | 4 |
| Sterling Boulevard Extension | | | | 1 | | 1 |
| Stringfellow Roadway Improvements | | | 1 | | 3 | 4 |
| Sudley Manor Drive/Prince William Parkway Interchange | | | | | 1 | 1 |
| Sudley Road 3rd Lane, NB | | | | | 1 | 1 |
| Sycolin Road – Loudoun Center Place to Crosstrail Boulevard | | | | | 1 | 1 |
| Telegraph Road | | | | | 2 | 2 |
| Telegraph Road widening | | | | | 2 | 2 |
| TIP Grouping project for Construction: Safety/ITS/Operational Improvements | | | | | 1 | 1 |
| Town Center Parkway (underpass DTR) | 2 | | | | 1 | 3 |
| US 1 Bus Rapid Transit | 5 | | | | | 5 |
| US 15 Improvements | | | | | 1 | 1 |

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| US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway) | | | | 1 | 8 | 9 |
| US 50 Improvements | | | | | 7 | 7 |
| VA 123 Widening (Fairfax) | | | | | 6 | 6 |
| VA 123 Widening (Prince William) | | | | | 1 | 1 |
| VA 17 Intersection Improvements in Warrenton | | | | | 2 | 2 |
| VA 234 Bypass @ BallsFord | | | | | 1 | 1 |
| VA 234 Bypass @ Dumfries Road | | | | | 1 | 1 |
| VA 234 Bypass interchange @ Clover Hill Road | | | | | 1 | 1 |
| VA 613 Van Dorn Interchange at VA 644 Franconia Road | | | | | 1 | 1 |
| VA 7 | | | | | 1 | 1 |
| VA 7 and Rte. 690 Interchange | | | | | 1 | 1 |
| VA 7, Widen | 1 | | | | 1 | 2 |
| VA 9 Improvements | | | | | 1 | 1 |
| VA Route 28 Widening (Prince William County Line to Route 29) | 1 | | | | 1 | 2 |
| VRE - Broad Run Expansion | 2 | | | | | 2 |
| VRE L'Enfant Station and 4th Track | 1 | | | | | 1 |
| VRE Service Improvements (Reduce Headways) | 1 | | 1 | | | 2 |
| Wellington Road Improvements | | | | | 1 | 1 |
| Widen East Spring Street | 1 | | | | | 1 |
| Williamson Boulevard Improvements | | | | | 1 | 1 |
| TOTAL COMMENTS | | | | | | 233 |

There are 22 project suggestions for Virginia.

Multi-Jurisdictional Project Suggestions

There are 12 multi-jurisdictional project suggestions.

PUBLIC COMMENT

Anne Havemann – Comment via Email – September 18, 2023

Havemann, General Counsel for the Chesapeake Climate Action Network (CCAN), submitted a letter detailing comments about the TPB’s GHG plan, and supporting Mr. Aburn’s prior comments on environmental justice. Havemann’s comments recommend that the TPB adjust its climate goals to no less than a mandatory 60% reduction by 2030, and net-zero emissions by 2045 to meet the challenge of climate change. Havemann added that the region should adopt aspirational goals of 65% GHG reduction by 2028-2030, and 20% beyond net-zero by 2040-2045.

George Aburn – Comment and Letters via Email – September 18, 2023

Aburn followed up on his previous comments, outlining his concern about environmental justice in transportation planning in the National Capital Region. Aburn also expressed support for comments submitted by CCAN. Aburn attached several letters submitted to other agencies through their public comment processes: 1) letter addressed to the Metropolitan Washington Air Quality Committee (MWAQC) regarding environmental justice, 2) letters submitted to Virginia Department of Environmental Quality (and supplemental attachment) and DC Department of Environment and Energy regarding their State Implementation Plan, 3) a letter submitted to the EPA and FTA regarding environmental justice in the Metropolitan Washington region, 4) a copy of a submitted Title VI complaint and supplemental attachment with a summary of concerns.

Jason Stanford – Comment via Email – September 19, 2023

Stanford, President of the Northern Virginia Transportation Alliance, provided comments following up concerns shared at the July 2023 TPB meeting. The attached comments provide additional information from the LaHood Report and Northern Virginia Transportation Commission data in response to the staff response outlined in Item 5 – Steering Committee and Director’s Report. The comments provide recommendations for WMATA to address their funding gap.

Bill Pugh – Comment via Email – September 19, 2023

Pugh, Senior Policy Fellow of the Coalition for Smarter Growth, provided two comments via e-mail. The first comment expresses concern about the lack of public engagement opportunities for the VDOT, MDOT, and DDOT Carbon Reduction Strategies before they are submitted. The second comment concerns the Round 10 Cooperative Forecasts. Pugh noted the promising trend for infill development, but concern about the east-west divide in housing and jobs.

Visualize 2050 Initial Project List Comments

Public Comment Received from February 15 – September 19

The comments outlined below were received from the Visualize 2050 Initial Project List Feedback Form (<https://www.surveymonkey.com/r/Viz2050Update>) from February 15 – September 19, 2023 at 12PM. TPB staff has organized the original responses to the feedback form by state. Comments are reported monthly at the TPB Technical Committee and TPB meetings.

Table 1. District of Columbia Project Comment

| Date | Project | How did you learn about this project? | I support this project's inclusion in Visualize 2050? | Explain why you support/do not support the project's inclusion in the Visualize 2050. You can also share other comments about the project's inclusion in the plan. | Name |
|-----------|---|---------------------------------------|---|--|----------------|
| 2/28/2023 | Union Station to Georgetown Streetcar Line | Project webpage | Neutral | | |
| 3/22/2023 | Union Station to Georgetown Streetcar Line | Project webpage | Strongly agree | | Mark Scheufler |
| 4/13/2023 | District-wide Bicycle and Pedestrian Management Program | Project webpage | Strongly disagree | the existing bike lanes have constrained and restricted traffic flow. This program does not increase traffic throughput, it in fact impedes it. Secondly, because the bike lanes are both on the right hand side of the road and the fact that it is slowing traffic has increased the danger to both bike riders, pedestrians, and drivers by forcing the drivers to make a right hand turn from the middle lane. | |
| 4/13/2023 | Union Station to Georgetown Streetcar Line | Project webpage | Strongly disagree | Given the constraints to traffic from the bike lanes, further impeding traffic in a high traffic area by taking away lanes for a street car makes no sense. If the bike lanes go away, then and only then, does it make sense to remove another lane for street cars. | |

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| 5/2/2023 | Union Station to Georgetown Streetcar Line | Advocacy organization | Strongly agree | The current streetcar route does not provide significant transit benefits because the route is too short to connect many destinations on a trip. The extension west (together with the currently planned extension east to Benning Road) has the potential to fill a significant transportation gap and should be used together with mixed-use development along the corridor to create an excellent east-west corridor for DC. There would be significant equity benefits by connecting east of the river neighborhoods with downtown DC, and there is potential to facilitate tourism as the Streetcar could support trips taken from Georgetown or the white house area to reach difficult-to-reach areas like H Street Corridor or the Anacostia River. | Eric Englin |
| 5/31/2023 | District-wide Bicycle and Pedestrian Management Program | | Strongly agree | | |
| 5/31/2023 | Union Station to Georgetown Streetcar Line | | Strongly agree | | |
| 6/14/2023 | District-wide Bicycle and Pedestrian Management Program | News/media | Strongly agree | | |
| 6/14/2023 | Union Station to Georgetown Streetcar Line | News/media | Strongly agree | Good east west transit is essential to DC, and therefore I strongly support the Georgetown to Union Station streetcar project | |
| 6/14/2023 | Pennsylvania Avenue NW | News/media | Strongly agree | Protected bike lanes are important to encourage safe cycling, I strongly support this project so that | |

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|-----------|---|--------------------------------|-------------------|---|-------------------------|
| | Protected Bicycle Lanes | | | cyclists will be protected from vehicle traffic on Pennsylvania Ave. | |
| 6/14/2023 | District-wide Bicycle and Pedestrian Management Program | Friend/colleague | Strongly agree | nowhere near ambitious enough. our planet is literally on fire | Karthik Balasubramanian |
| 6/14/2023 | East Capitol Street Corridor Mobility & Safety Plan | News/media | Strongly disagree | engineers unjustifiably dropped protected bike lanes. cowards | Karthik Balasubramanian |
| 6/14/2023 | C Street NE Implementation | Neighborhood/civic association | Strongly agree | | Karthik Balasubramanian |
| 6/14/2023 | South Capitol Street Corridor | Neighborhood/civic association | Strongly agree | | |
| 6/14/2023 | District-wide Bicycle and Pedestrian Management Program | Advocacy organization | Strongly agree | We need to provide alternatives to cars and that includes making our streets more friendly & safe for pedestrians, bikers & mass transit and less inviting for cars. | |
| 6/14/2023 | Union Station to Georgetown Streetcar Line | News/media | Strongly agree | A high frequency Streetcar is necessary for providing better transit connections to locations currently served by bus. Along K and M streets. Since direct Metro service between the two high volume destinations of Union Station and Gtown is not provided, a streetcar line with frequent service would provide a better and more reliable connection. It is important, however, that the streetcar operate in a dedicated transit way, and not in mixed traffic, given congestion along the route. It's also important that service be frequent - at least every 10 minutes, otherwise ridership will be lower than expected. People in DC just don't have the luxury of scheduling their lives around when transit will arrive. Time is money. | Paul Brown |
| 6/14/2023 | South Capitol Street Corridor | Advocacy organization | Strongly disagree | Given commitments in various planning documents to combat climate change and | |

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|-----------|---|--------------------------------|-------------------|---|-----------------|
| | | | | encourage more environmentally sustainable development patterns and transportation, we should not pursue roadway widening projects unless it is to incorporate high capacity transit. Please include high capacity transit in this project to encourage transit and make it competitive to the automobile in this corridor. | |
| 6/14/2023 | Pennsylvania Avenue NW Protected Bicycle Lanes | Advocacy organization | Agree | DC needs more high capacity transit/Bus Rapid Transit lanes to promote alternatives to the automobile and reduce congestion. Besides K st, Pennsylvania Ave is a perfect candidate as it has the space for dedicated bus lanes. Please incorporate bus lanes into the design. | |
| 6/14/2023 | Union Station to Georgetown Streetcar Line | News/media | Strongly agree | An east-west high capacity transit option is critical to reducing congestion downtown and promoting environmentally sustainable transportation. Please get this project finally off the ground and also consider further extensions to Rosslyn/up Wisconsin Ave. | |
| 6/14/2023 | Union Station to Georgetown Streetcar Line | Friend/colleague | Strongly agree | Alternative methods to driving are great! This will help relieve congestion, help people get to where they need faster, and reduce pollution since there are fewer drivers. | Andy |
| 6/14/2023 | Union Station to Georgetown Streetcar Line | Advocacy organization | Strongly agree | Alternatives to driving are great. This will reduce congestion, reliance on cars and create safer roads. | |
| 6/14/2023 | Union Station to Georgetown Streetcar Line | Project webpage | Strongly agree | Building alternatives to driving are great, especially in the city. | |
| 6/14/2023 | District-wide Bicycle and Pedestrian Management Program | Neighborhood/civic association | Strongly agree | agree 100% with any and all District bicycle and pedestrian management plans. This city MUST slow down in vehicular traffic | |
| 6/14/2023 | District-wide Bicycle and Pedestrian | Neighborhood/civic association | Strongly disagree | Enduring the devastation of my local shopping center, 17th st., due to the unnecessary and unused so-called "protected"bike lanes. I, a life- | Suzanne Legault |

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| | Management Program | | | long cyclist, have given up riding in the city. The so-called bike lanes are jammed with delivery trucks (or even police cruisers), forcing me into hostile traffic--already furious at the loss of a lane. | |
| 6/15/2023 | Benning Rd Bridges and Transportation Improvements | News/media | Strongly agree | | |
| 6/15/2023 | District-wide Bicycle and Pedestrian Management Program | | Strongly agree | This is an important project to improve mobility and safety and advance the region's climate and air pollution goals. | |
| 6/15/2023 | District-wide Bicycle and Pedestrian Management Program | | Strongly agree | | |
| 6/15/2023 | Union Station to Georgetown Streetcar Line | | Disagree | Enhancing transit between Georgetown and Union station along K Street sounds great, but I question the cost of a light-rail line compared to dedicated bus lanes. A busway could be well designed and could also ideally enable express buses from I-66 to have direct access to stops in DC without a transfer, which could help to address the Rosslyn station bottleneck on Metro and could function as an Orange/Silver line express from stations like Vienna and Reston or West Falls Church into DC. | |
| 6/17/2023 | Union Station to Georgetown Streetcar Line | Advocacy organization | Strongly agree | Streetcars are great, I love streetcars. Also this would connect me with my office and I would use it 6 times per week | |
| 6/23/2023 | District-wide Bicycle and Pedestrian Management Program | Advocacy organization | Strongly agree | More bikes is critical to our transportation future. | Kevin O'Brien |

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| 6/23/2023 | District-wide Bicycle and Pedestrian Management Program | Advocacy organization | Strongly agree | DC is making progress on Bike and Pedestrian issues but needs to do more. | |
| 6/23/2023 | Union Station to Georgetown Streetcar Line | News/media | Strongly agree | We need more public transportation in DC and I strongly support building more streetcar lines, specifically extending the H Street line via Union Station to Georgetown utilizing K Street. And please let's not wait until 2050 - how about doing this by 2030? | |
| 6/23/2023 | District-wide Bicycle and Pedestrian Management Program | News/media | Strongly agree | I strongly support streetscape improvements to Connecticut Avenue - please re-make Connecticut Avenue into a complete street with improved pedestrian crossings, bus stops and protected bike lanes so it is an Avenue for DC residents and not one designed around the needs to MD Commuters. | |
| 6/23/2023 | Pennsylvania Avenue NW Protected Bicycle Lanes | News/media | Strongly agree | I strongly support extending the PA Ave protected bike lanes to Georgetown and by 2025 not 2030. | |
| 6/23/2023 | Union Station to Georgetown Streetcar Line | News/media | Strongly agree | Please include the Glen Echo Trolley Trail in your 2050 plans for a rail to trails conversion to add a multi-use trail for pedestrian and bicyclists. | |
| 6/27/2023 | District-wide Bicycle and Pedestrian Management Program | Advocacy organization | Strongly agree | | |
| 6/27/2023 | South Capitol Street Trail | | Strongly agree | | |
| 6/27/2023 | District-wide Bicycle and Pedestrian Management Program | | Strongly agree | Please! We need more bike and ped infrastructure | |

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| 6/27/2023 | Union Station to Georgetown Streetcar Line | News/media | Strongly agree | We need more miles of streetcar!! | Jason Schwartz |
| 6/27/2023 | District-wide Bicycle and Pedestrian Management Program | | Strongly agree | | |
| 6/27/2023 | Benning Rd Bridges and Transportation Improvements | | Strongly agree | | |
| 6/27/2023 | Union Station to Georgetown Streetcar Line | Advocacy organization | Strongly agree | | |
| 6/27/2023 | Pennsylvania Avenue NW Protected Bicycle Lanes | Advocacy organization | Strongly agree | Protected bike lanes make conditions safer for all road users | |
| 6/27/2023 | Union Station to Georgetown Streetcar Line | Advocacy organization | Strongly agree | Streetcars are more efficient than cars, and we should be taking space from cars anyway | |
| 6/27/2023 | Florida Ave NE Streetscape | News/media | Strongly agree | Taking space from cars and giving it to bike lanes and sidewalks is good policy! | |
| 6/27/2023 | District-wide Bicycle and Pedestrian Management Program | | Strongly agree | | |
| 6/30/2023 | District-wide Bicycle and Pedestrian Management Program (Vision Zero high-injury network and | Friend/colleague | Agree | Cars and trucks are getting heavier either because people purchase larger ICE vehicles or because EV batteries are inherently heavy. Heavier vehicles cause more damage in accidents. So providing bikers and pedestrians super safe lanes for walking and biking (which is the essence of Vision Zero) will reduce injuries and death. | |

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| | intersection projects) | | | | |
| 7/5/2023 | Pennsylvania Avenue NW Protected Bicycle Lanes (Bus Priority Program improvements (multiple corridors)) | | Strongly agree | | |
| 7/14/2023 | Benning Rd Bridges and Transportation Improvements | News/media | Strongly agree | The streetcar would be much more useful if it were longer and connected more residents. | Luke Mueller-Oden |
| 7/14/2023 | District-wide Bicycle and Pedestrian Management Program | Project webpage | Strongly agree | I would like to bike to work but it doesn't feel safe since there aren't any protected bike lanes connecting me to the office. I'm sure many others feel the same and would like to see infrastructure improvements | Luke Mueller-Oden |
| 7/14/2023 | Pennsylvania Avenue NW Protected Bicycle Lanes | Project webpage | Agree | Building protected bike lanes on the major avenues is key to connecting the city for cycling. Although I do wonder why Pennsylvania ave was chosen rather than Massachusetts ave, which could potentially be longer and connect to more existing bike infrastructure | Luke Mueller-Oden |
| 7/14/2023 | Pennsylvania Avenue SE | Project webpage | Strongly agree | This is a great project which would connect many DC neighborhoods and centers of employment by bike! | Luke Mueller-Oden |
| 7/15/2023 | Pennsylvania Avenue NW Protected Bicycle Lanes | Friend/colleague | Strongly agree | The proposed plan will improve bicycle and pedestrian infrastructure, as well as the streetscape, in an unattractive and hostile area of downtown. It will put underutilized capacity to more effective use and improve safety and the street use experience for cyclists, pedestrians, and transit users. | |

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| 7/29/2023 | District-wide Bicycle and Pedestrian Management Program | Project webpage | Strongly agree | These improvements are regionally significant. Other jurisdictions should also package and submit for inclusion in Visualize 2050 the many identified local unmet needs for safe street improvements for walking, biking, and transit access. Visualize 2045, by excluding many of these small projects, undervalues the benefits of these transit-oriented community investments which provide regional benefits by reducing driving demand and shifting more trips to walking, biking and transit. These packages deserve to be in the Visualize 2050 constrained element, as they are needed to achieve regional safety goals and adopted TPB priorities. | Bill Pugh, Coalition for Smarter Growth |
| 7/29/2023 | South Capitol Street Trail | | Strongly agree | | Bill Pugh, Coalition for Smarter Growth |
| 7/29/2023 | East Capitol Street Corridor Mobility & Safety Plan | Project webpage | Agree | | Bill Pugh, Coalition for Smarter Growth |
| 8/31/2023 | Union Station to Georgetown Streetcar Line | Advocacy organization | Strongly agree | Streetcars need to be expanded to other destinations to meet climate goals, reduce traffic and help lower income individuals, while supporting more density. | Adnan Masri |
| 9/6/2023 | Union Station to Georgetown Streetcar Line | Advocacy organization | Strongly agree | Build it immediately | Mostafa EINahass |
| 9/13/2023 | Benning Rd Bridges and Transportation Improvements | Advocacy organization | Neutral | Road diet for all the roads around it | Mostafa EINahass |
| 9/15/2023 | South Capitol Street Trail | Advocacy organization | Strongly agree | | Mostafa EINahass |
| 9/15/2023 | District-wide Bicycle and Pedestrian | Advocacy organization | Strongly agree | | Mostafa EINahass |

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| | Management Program | | | | |
| 9/16/2023 | Pennsylvania Avenue SE | Advocacy organization | Neutral | Pennsylvania ave should undergo a road diet | Mostafa Elnahass |
| 9/16/2023 | South Capitol Street Corridor | Advocacy organization | Neutral | South Capitol Street should undergo a road diet with protected bicycle lanes implementation | Mostafa Elnahass |
| 9/16/2023 | C Street NE Implementation | Advocacy organization | Strongly disagree | Road diet and pedestrian, cycling improvements | Mostafa Elnahass |
| 9/16/2023 | Florida Ave NE Streetscape | | Neutral | | |

Table 2. District of Columbia Project Suggestions

| Date | Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)? | Name |
|-----------|---|---|
| 5/2/2023 | Visualize 2050 should consider the wider Streetcar plan that DC had developed and evaluate the potential costs/benefits in relation to other transit or road projects. Ideally, this could also take into account potential economic development that takes place when infrastructure is put into a fixed place, rather than a bus route that could move with relatively little notice. | Eric Englin |
| 6/14/2023 | Bus lanes on every arterial road in DC. | Karthik Balasubramanian |
| 6/14/2023 | Whatever is done to K St, it should not include bicycle lanes. What should be promoted are dedicated bus lanes, with strict enforcement, such as have been implemented in NYC on 14th St. | Suzanne Legault |
| 6/18/2023 | Bus Priority Program improvements (multiple corridors) Washington Union Station Expansion Project Vision Zero high-injury network and intersection projects, with accelerated implementation | Brian Lutenecker |
| 6/25/2023 | Washington Union Station Expansion Project | David Yaffe |
| 6/30/2023 | Vision Zero high-injury network and intersection projects, with accelerated implementation -- see earlier comments re this projects included under DC bicycle and pedestrian management program | |
| 7/14/2023 | The Washington Union Station Expansion Project should be included, as should the Blue line loop metro expansion. There should also be a commitment to build protected bike lanes along every major avenue in DC, along with commensurate infrastructure connecting them at the circles where the avenues meet. | Luke Mueller-Oden |
| 7/29/2023 | Bus Priority Program improvements (multiple corridors) - these are regionally significant, very beneficial projects that support TPB's policy framework and should be included in Visualize 2050 | Bill Pugh, Coalition for Smarter Growth |

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| 7/29/2023 | Washington Union Station Expansion Project | Bill Pugh, Coalition for Smarter Growth |
| 9/15/2023 | 395, 295, 695 highway removal | Mostafa EINahass |

Table 3. Maryland Project Comment

| Date | Project | How did you learn about this project? | I support this project's inclusion in Visualize 2050? | Explain why you support/do not support the project's inclusion in the Visualize 2050. You can also share other comments about the project's inclusion in the plan. | Name |
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| 3/13/2023 | I-270" | Advocacy organization | Disagree | Any highway widening project 1) will induce MORE driving, not less, adding more pollution to the air, and 2) is a missed opportunity to invest in better bus rapid transit, light rail, or heavy rail. If so many people are using these highways and getting stuck in traffic it's a sign to "upgrade" to a higher-capacity system like buses or rail. Please apply my comment to any and all proposed highway widening projects in Maryland. | |
| 3/13/2023 | MARC Improvements | Advocacy organization | Strongly agree | We NEED to prioritize better rail infrastructure. Electrification; greater service frequency; and better connections to other public transit systems must be top of the list and should be prioritized above ANY highway-widening projects to meet our climate goals and protect the environment for our children. | |
| 3/17/2023 | MD 28/MD 198 Corridor Study, Potomac River Bridge to Loudon County Connecting | Friend/colleague, Lived EXPERIENCE | Strongly agree | We badly need another Potomac River crossing connecting Montgomery County, MD and Loudon County, VA. For security, faster transport, better economics, and so much more. | Greg Visscher |

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| | MD-28 Into Dulles, VA | | | | |
| 3/18/2023 | Op Lanes Maryland Phase 1 | News/media, It impacts an organization I'm affiliated with | Strongly disagree | It will damage the environment, worsen climate change, will only benefit the wealthy and the developers, widening roads doesn't reduce traffic and the American Legion Bridge is structurally sound and just needs re-decking | Nancy Soreng |
| 3/18/2023 | Brunswick Line | Advocacy organization | Strongly agree | Expanding more frequent trains would take pressure off I 270 and be better for the environment | Nancy Soreng |
| 3/20/2023 | Montrose Parkway | Neighborhood/civic association | Neutral | The verbal description of the project and previous information I received described this as a NEW road. But the map included with the description shows just the segment crossing the railroad tracks. I SUPPORT re-routing the road above the railroad tracks. That crossing is extremely dangerous and I currently try to avoid it whenever possible. | Mary Stickle |
| 3/20/2023 | Veirs Mill Bus Rapid Transit | Neighborhood/civic association | Strongly agree | More and more reliable east-west transit routes are needed in the MD DC suburbs. Bus rapid transit seems to be the quickest and most cost effective option. I also support the pedestrian and bike improvements along that route. | Mary Stickle |
| 3/20/2023 | Brunswick Line | Project webpage | Strongly agree | We need more and more dependable transit options in the MD DC suburbs. Brunswick line does not run frequently enough to be well used as it could be. | Mary Stickle |
| 3/24/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | | I submit this article from WAPO, in case you missed it. Good points. www.washingtonpost.com washingtonpost.com Opinion Maryland residents won when a toll-lane plan failed Mar. 21st, 2023 Kudos to the people of Maryland for getting Transurban to walk | Arlene Montemarano |

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| | | | | <p>away. Its expensive, lopsided project would ultimately yield little to no benefit to Marylanders. I recently moved away from Northern Virginia, where traffic is seemingly as bad as it has ever been. A thoughtful, multifaceted plan that could include toll roads would prove far superior to the Transurban profit-oriented model, and it would be much less expensive to complete through traditional governmental project financing. Tolls would be lower, and the project would not come with revenue guarantees and noncompete clauses that come with many public-private partnership contracts. Virginia is locked into decades of such restrictions with Transurban, such as not being allowed to expand Metro's Orange Line for 10 years, little say over toll prices, and not being able to improve secondary roads to ease traffic without Transurban approval, plus state revenue subsidies if HOV riders are too numerous. This interferes with local governmental autonomy to provide for citizens and is contrary to the goals of an effective transportation program. I urge Marylanders to embrace this opportunity to build an effective plan for the new era. You have dodged a bullet; the real tragedy would be if Transurban returns. Robert McGary, Glen Allen, Va.</p> | |
| 3/26/2023 | Op Lanes Maryland Phase 1 (Creating more of a heat sink as the planet gets hotter.) | Advocacy organization | Strongly disagree | <p>There are a multitude of reasons to remove this project. Here is another that should be taken seriously: Heat. In addition to the well-researched fact that induced car travel offsets the temporal traffic fluidity gained after adding a new lane, there is the large amount of heat that additional pavement generates which is permanent, not temporal. That reality is explained by the fundamental thermal formula $Q = Mc\Delta T$ where Q</p> | Arlene Montemarano |

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| | | | | is the amount of heat released, M the mass (of a new lane in this case), c the specific heat of the material (concrete or asphalt in this case), and \hat{T} the temperature increase. Given the large M added with a miles-long new lane, a large amount of pavement heat (Q) will be generated when temperature increases (\hat{T}). With summers becoming hotter and hotter, there is nothing trivial about the additional heat that new pavement brings. | |
| 4/15/2023 | Op Lanes Maryland Phase 1 | Multiple sources | Strongly disagree | This project is deeply concerning because of the climate impact it would have. It would also likely generate additional traffic overall and on other roads that do not have capacity to support them. | Kacy Kostiuk |
| 4/15/2023 | Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project | Serving on the TPB previously | Strongly disagree | This project does not allow for bike lanes, which the TPB previously requested as part of the project. Although this project is now likely farther along in the process, I hope MDOT will reconsider options to support bike lanes on this project. | Kacy Kostiuk |
| 4/15/2023 | MARC Run-through service to Virginia | Project webpage | Strongly agree | Improved rail would be a great asset and a big improvement to allow for residents living further away from the region's center alternatives to driving | Kacy Kostiuk |
| 4/15/2023 | MD 650 New Hampshire Avenue BRT | Neighborhood/civic association | Strongly agree | The New Hampshire Ave BRT project would be very beneficial to numerous neighborhoods and would improve connectivity with other high occupancy transit options (especially the Purple Line and the Red Line). | Kacy Kostiuk |
| 5/30/2023 | MARC Improvements | Friend/colleague | Strongly agree | I want to more easily travel to and within Maryland by rail. Driving a car is boring and | Jonathan Krall |

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| | | | | dangerous (a deadly combination) . I am not getting any younger and don't want to become a shut-in in my home because I am no longer willing to drive a car. | |
| 6/6/2023 | Veirs Mill Bus Rapid Transit | Project webpage | Strongly agree | Veirs Mill is constantly crowded and jams the buses which have to share traffic with an onslaught of personal cars. A BRT system with an integrated protected bike path is necessary to improve the condition of the road between Wheaton and Rockville. Currently there is no clear or safe path for a bicyclist to take what should be a relatively easy bike ride between the two town centers, yet there is not. Plus, current bus stop along Veirs Mill are dangerous, many lack suncover or benches, and people who are not in personal vehicles are treated as second-class citizens in their own community. The status quo of unending crowded personal automobiles must change - a BRT route (or even better, trolleybus or a tram) and safe protected bicycle infrastructure is needed to alleviate this congestion and poor quality of living along Veirs Mill. | Adam Carlesco |
| 6/13/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | The project should be eliminated as it doesn't coincide with the climate goals for pollution. No transit is included that should be a priority and not roads. All the construction pollution is not considered at all from air to water to hazardous waste, etc. | |
| 6/14/2023 | Brunswick Line | News/media | Strongly agree | All Marc lines, including the Brunswick line should have bidirectional and weekend service. I support expanded service on this line in the 2050 vision plan | |
| 6/14/2023 | Corridor Cities Transitway (CCT) | News/media | Strongly agree | Bus connections from Montgomery county to Frederick MD need to be bidirectional and all day, including weekends. Expanded public transit to | |

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| | | | | Frederick should be a part of the 2059 vision plan | |
| 6/14/2023 | Bus Rapid Transit: US 29 - Phase 2 | News/media | Strongly agree | Good Brt is important for this region- I support this project in the 2050 vision plan | |
| 6/14/2023 | MARC Improvements | News/media | Strongly agree | Marc all day, weekend, and bidirectional service on all lines is important door reducing car dependency in this region. I strongly support Marc service improvements on all lines. | |
| 6/14/2023 | MARC Run-through service to L'Enfant Plaza | News/media | Strongly agree | | |
| 6/14/2023 | MARC Run-through service to Virginia | News/media | Strongly agree | | |
| 6/14/2023 | MD 355 Bus Rapid Transit | News/media | Strongly agree | | |
| 6/14/2023 | North Bethesda Transitway Bus Rapid Transit (BRT) Project | News/media | Strongly agree | | |
| 6/14/2023 | North Bethesda Transitway Bus Rapid Transit (BRT) Project | News/media | Strongly agree | | |
| 6/14/2023 | Randolph Road Corridor Bus Rapid Transit (BRT) Project | News/media | Strongly agree | | |

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| 6/14/2023 | Veirs Mill Bus Rapid Transit | Project webpage | Strongly agree | | |
| 6/14/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | 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. They 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 and telecommuting. | George Hite |
| 6/14/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | Ineffective to try to build out of congestion. | |
| 6/14/2023 | Bus Rapid Transit: US 29 - Phase 2 | Advocacy organization | Strongly agree | Important improvement to reduce commuting along by auto | |
| 6/14/2023 | US 29 Corridor | Advocacy organization | Strongly disagree | Support TOD around BRT stations. Grade-separated intersections would undermine that possibility. | |
| 6/14/2023 | MD 28/MD 198 Corridor Study | Advocacy organization | Strongly disagree | This demand should be handled by the ICC. | |
| 6/14/2023 | Montrose Parkway | Advocacy organization | Strongly disagree | Don't further divide White Flint area. | |
| 6/14/2023 | Bus Rapid Transit: US 29 - Phase 2 | News/media | Strongly agree | We need to move beyond excessive car use to help the environment and need improved buses for equity reasons. People should not be dependent on cars that create congestion, cause dangerous and fatal accidents, harm local air quality, worsen climate change, and are financially difficult or impossible for households. | Ethan Goffman |
| 6/14/2023 | MARC Improvements | News/media | Strongly agree | We need better train service and less car dependence to help the environment and those who cannot drive or cannot afford cars. | Ethan Goffman |
| 6/14/2023 | Brunswick Line | News/media | Strongly agree | We need greatly improved train service, not more sprawl. | Ethan Goffman |

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| 6/14/2023 | Corridor Cities Transitway (CCT) (BRT network in Montgomery and Prince George's counties) | News/media | Strongly agree | We need a complete network of public transit that makes it possible for people to live conveniently without cars or for families to depend on only one car. | Ethan Goffman |
| 6/14/2023 | MARC Improvements | Advocacy organization | Agree | Encourage greater MARC usage | |
| 6/14/2023 | MD 355 Bus Rapid Transit | Advocacy organization | Strongly agree | Important opportunity to improve transit and land use in the 355 corridor | |
| 6/14/2023 | MD 650 New Hampshire Avenue BRT | Advocacy organization | Strongly agree | Need to provide better and more frequent bus service in the New Hampshire Ave corridor | |
| 6/14/2023 | Veirs Mill Bus Rapid Transit | Advocacy organization | Strongly agree | Dense corridor that could support higher transit usage with better service. | |
| 6/14/2023 | North Bethesda Transitway Bus Rapid Transit (BRT) Project | Advocacy organization | Strongly agree | BRT is an efficient mode of transit. | |
| 6/14/2023 | Bus Rapid Transit: US 29 - Phase 2 | Advocacy organization | Strongly agree | We need to make this project a reality sooner than later. We need to reduce vehicle miles traveled, and dedicating road space to high capacity vehicles, like buses and trains, does exactly that. | Jacob Allen Barker |
| 6/14/2023 | MARC Improvements | Advocacy organization | Strongly agree | All current MARC lines need to run all day bidirectionally. We need to make more places in the state accesible to those doing the most good to combat energy, climate, and environmental crises and find ways to move people without cars around out state. | Jacob Allen Barker |
| 6/14/2023 | MD 650 New Hampshire Avenue BRT | Advocacy organization | Strongly agree | We need to continue to redistribute road space to high capacity forms of transit to make those faster, more reliable, and equitable. | Jacob Allen Barker |

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| 6/14/2023 | MD 355 Bus Rapid Transit | Advocacy organization | Strongly agree | We need to continue to redistribute road space to high capacity forms of transit to make those faster, more reliable, and equitable. | Jacob Allen Barker |
| 6/14/2023 | Corridor Cities Transitway (CCT) | Advocacy organization | Strongly agree | We need to continue to redistribute road space to high capacity forms of transit to make those faster, more reliable, and equitable. | Jacob Allen Barker |
| 6/14/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | The way to ease traffic in the region is through more affordable public transit, not more toll roads. I'm also concerned about this project's impact on homeowners, the environment, wildlife, and water and air quality. | Andrea Cimino |
| 6/14/2023 | Montrose Parkway | Neighborhood/civic association | Strongly disagree | I used to live near Montrose Parkway and still own a condo near it. The way to ease traffic in the White Flint area is through investing in needed local street network, protected bike lanes, and 355 BRT. I'm also concerned about this project's impact on homeowners, the environment, wildlife, and water and air quality. Some bike lanes have already been built in this area (on Nebel St) and I'd love to see more, as I am a regular bike commuter. | Andrea Cimino |
| 6/14/2023 | MD 355 Bus Rapid Transit | Advocacy organization | Strongly agree | Like most Montgomery County residents, I spend a lot of time on Rt 355. I would be so much easier to travel the length of it with bus rapid transit. If you want to go from one end of Rt 355 to the other by bus, currently you have to take several buses. Metro is an option but bus is more affordable, especially during rush hour. I am in favor of bus rapid transit in this area and generally throughout the county because it will help low income people, people without cars, and the climate, and will reduce pollution. | Andrea Cimino |
| 6/14/2023 | Veirs Mill Bus Rapid Transit | Advocacy organization | | This project will make it easier for me to travel by bus from the western side of the county to the eastern side. I am in favor of bus rapid transit in this area and generally throughout the county | Andrea Cimino |

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| | | | | because it will help low income people, people without cars, the environment, and the climate. | |
| 6/14/2023 | Randolph Road Corridor Bus Rapid Transit (BRT) Project | Advocacy organization | Strongly agree | This project will make it easier for me to travel by bus from the western side of the county to the eastern side. I am in favor of bus rapid transit in this area and generally throughout the county because it will help low income people, people without cars, the environment, and the climate. | Andrea Cimino |
| 6/14/2023 | Bus Rapid Transit: US 29 - Phase 2 | Advocacy organization | Strongly agree | This project will give a better option to travel by bus north and south on the eastern side of the county. Bus rapid transit can help low-income people, people without cars, the environment, and the climate. | Andrea Cimino |
| 6/14/2023 | I-270 Innovative Congestion Management (Project to add toll lanes on interstates 270 and 495 between the American Legion Bridge and Frederick, MD) | News/media | Strongly disagree | Funding used for toll lanes to run alongside non-toll highways, is not doing anything to help reduce the carbon footprint, while only helping those who can afford to drive on toll lanes, and helping the corporate oligarchs who build them, and earn revenue from the tolls. And these toll lanes are way underutilized, making their construction a totally wasteful use of resources and taxpayer money. Anyone who drives on the NOVA portion of the I-495 beltway that has toll roads, knows exactly what I'm talking about - even during rush hour, the toll lanes are hardly used, while the regular lanes are packed, business as usual. Funding toll lanes to run alongside non-toll highways, is robbing the lower class taxpayers to fund welfare for the rich. If taxpayer money is used to fund highway construction, it should ONLY be for HOV lanes, which will actually help reduce the carbon footprint, a dire necessity. And, it will also help ease congestion. An even better alternative is to fund mass transit lanes - either rail or bus, or both. And, HOV lanes should be segregated - The overwhelming majority of | Douglas Sedon |

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| | | | | drivers on the present I-270 HOV lanes are without any passengers in their vehicles. | |
| 6/14/2023 | MD 355 Bus Rapid Transit | News/media | Strongly agree | Bus Rapid Transit on the MD 355 corridor is an important complement to the Metro Red Line, both in terms of going beyond Shady Grove but also enabling connections to and from the Metro along MD 255. Given long distance between some Red Line stations, BRT is crucial to such locations not near stations, as Montgomery College, residents near Pooks Hill, Pike & Rose, residents in Chevy Chase. The BRT should extent to terminate at a reconfigured Friendship Heights transit center, with the curb lane along Wisconsin freed up for use by the BRT. | Paul Brown |
| 6/14/2023 | Camden Line | Advocacy organization | Strongly agree | More frequent bidirectional MARC service on the Camden line (and also Brunswick line) will help transition these commuter lines into more like regular transit lines, providing real transit options that don't exist now. Ideally, both lines would be electrified to allow for EMU (electric multiple unit) train service rather than the current loco-pulled diesel trains. | Paul Brown |
| 6/14/2023 | MARC Run-through service to Virginia | News/media | Strongly agree | Integrating commuter rail service to allow riders to travel to non-downtown destinations without transferring at Union station is key to making transit more competitive with the automobile. Please include this and other rail/BRT projects in the constrained visualize 2050 project list. | |
| 6/14/2023 | Brunswick Line (Direct rail service to BWI) | | Strongly agree | Please provide direct rail service to BWI, which is now the last airport without rail connection to DC. This can either be MARC or metro rail extension. | |
| 6/14/2023 | Brunswick Line (Would like to see excursion trains to | News/media | Strongly agree | I support the Brunswick train as!it takes cars and drivers off the road as too tolerant of aggressive drivers | Steve Warner |

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| | Harper's Ferry with ADA accessible at HF, al sd o extend MARC to Oakland Maryland on account of ski resorts) | | | | |
| 6/14/2023 | MARC Improvements (Improving MARC service all day vh in both directions to Hagerstown, Cumberland and Oakland) | News/media | Strongly agree | I again believe rail is better than highway construction | Steve Warner |
| 6/14/2023 | MD 97 at MD 28 Interchange | News/media | Agree | Several historical buildings should not be sacrificed for stupid car traffic | Steve Warner |
| 6/14/2023 | Presidential Parkway | Advocacy organization | Strongly disagree | Multiple planning documents, combatting climate change, and building humane-focused live-able cities, all call for discouraging sprawl and auto-centric roadways. We should be promoting transit which is a mode that all can use, not just driving, which only the able-bodied who can afford cars can use. Widening and building new roadways should not be added to Visualize 2050 and replaced by public transit projects instead. | |
| 6/14/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | This should be removed. This plan would leave most people stuck in traffic or having to pay very high tolls. There should be constructions of alternative methods of people getting around instead (bike lanes, trams, etc). | |

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| 6/14/2023 | I-270 Innovative Congestion Management | News/media | Strongly disagree | Nothing should be done to I270 that will enable more vehicles. More vehicles will cause more air, noise, and water pollution in the immediate and wider areas, which will negatively impact the health of people of all ages. Traffic can be addressed by encouraging work-at-home policies, I270 lanes dedicated to public transit electric vehicles, and better public transportation throughout the area. The goal should be to have most I270 use be by public transit vehicles, service vehicles, and local cargo delivery (long distance delivery should be by train, not truck or plane), by 2050. | Roselie Bright |
| 6/14/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | Although I support renovating the bridge over the Potomac for structural integrity, I oppose all efforts to install toll lanes, add lanes, or use the public-private partnership for any part of the project. Additional vehicle capacity will only increase traffic in a few years and encourage further degradation of our air, water, and ambient noise, all of which will hurt the health of people who live in and travel through the area. Better ways to address congestion include work-from-home policies, one or more lanes dedicated to public transit buses, and wider, attractive, and useful public transportation. The goal for 2050 should be that most users of I495/I270 are buses, service vehicles, and local cargo trucks (long distance cargo transportation should be by rail, not trucks or planes). The P3 partnership idea should be scrapped because it put all risks of the project on taxpayers and all benefits on the private company, and locked Maryland into the deal for decades. | Roselie Bright |
| 6/14/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most | Nic Kotschoubey |

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| | | | | people stuck in traffic or having to pay very high tolls. They 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 and telecommuting | |
| 6/14/2023 | US 29 Corridor | Advocacy organization | Strongly disagree | US 29 Corridor – the proposed \$7 Billion series of grade-separated interchanges would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops | Nic Kotschoubey |
| 6/14/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | Harms neighborhoods, parts, streams, tree cover. High tolls are regressive. We need transit-oriented development instead | |
| 6/15/2023 | MARC Run-through service to Virginia | News/media | Strongly agree | This kind of reform is the minimum requirement for bringing passenger rail service up to global standards | |
| 6/15/2023 | I-270" (MD OP Lanes Phase 1) | Advocacy organization | Strongly disagree | 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 | Robin Gross |
| 6/15/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly agree | The American Legion Bridge is one of the worst traffic bottlenecks in the region. The addition of Express Lanes across the bridge and I-495 will help relieve this huge bottleneck, enable fast and reliable express bus service, and HOV-3 free will incentivize people to carpool. This project has been studied extensively and is by far the best solution with tolls paying for the new capacity and providing huge opportunities for transit that currently is not viable between Maryland and Virginia. I used to live in Maryland and commute to Northern Virginia (what could be a 20-minute commute from Bethesda but traffic would regularly take 45+ minutes each way). I wound up moving to Virginia so Maryland lost my tax | |

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| | | | | revenue. I cannot understand why Montgomery County leaders oppose this project. With all the job growth in Northern VA, this project will greatly improve access to jobs, take through traffic off roads like Seven Locks Road, enable new transit options, likely strengthen the economy in Bethesda/Rockville, and support equity through new transit access for those who do not have a car or cannot afford driving. | |
| 6/15/2023 | MARC Run-through service to Virginia | News/media | Agree | It would be great to have direct access by rail between Maryland and Northern Virginia, particularly with all of the new job growth in Crystal City. | |
| 6/15/2023 | North Bethesda Transitway Bus Rapid Transit (BRT) Project | News/media | Agree | This project would provide important transit access between the Montgomery Mall area and the Red line on Metro, which should help enhance the vitality of the mall area and Rock Spring Park. | |
| 6/15/2023 | US 1 Corridor | | Agree | Route 1 is somewhat ugly and this could be a nicer gateway to College Park. | |
| 6/16/2023 | I-270 Innovative Congestion Management | Advocacy organization | Strongly agree | I-270 ICM is very successful on lower I-270. It is urgently needed for upper 270. ICM has made a difference. Please extend its scope. Thank you. | Andrew Gallant |
| 6/16/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | I oppose tolls in this corridor. I oppose the disastrous assumptions on which OpLanes is based. The project cannot be saved. It endangers the environment and Maryland finances. Even worse, it does not solve the congestion problem. Please kill this project and look at the whole set of issues with fresh eyes. There is no silver bullet. Thank you. | Andrew Gallant |
| 6/16/2023 | Op Lanes Maryland Phase 1 | Friend/colleague | Strongly disagree | 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 | |

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| | | | | tolls. They 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 and telecommuting | |
| 6/16/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | 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. Even if, on average, congestion was reduced, there are no average drivers – only those who have the money to pay and those who don't. So much for equity! Ironically, 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. Does it also mean that the tolls are already too high? The project also would create new bottlenecks to promote future toll-lane expansion – specifically by extending toll lanes to the 495 Beltway from Bethesda eastward. As a long-time resident of the Indian Spring neighborhood in Silver Spring, this is the area where I am most familiar with the project's environmental and community damage. In its path are Rock Creek, our YMCA, community association building and park, the Blair High School athletic fields, and the new wing of Holy Cross Hospital – just to name a few threatened community resources. When attempting to sell the project several years ago, the MDOT produced a map that minimized the impact on houses near the Beltway, of which there are many. The map was presented in the absence of any formal design for the construction of the project, and there is little reason to believe that the map bears any resemblance to reality. At | |

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| | | | | <p>the time, ideas being floated as ways to “minimize” the damage included building the toll lanes above the existing lanes or tunnelling. Flyway lanes in Dallas were used as an example. It is an insult to even average intelligence to suggest that options of this type would NOT cause major damage. The delays and cost overruns incurred on the Purple Line project do not inspire any confidence in the MDOT’s competence or credibility. The most recent delays reportedly result from a failure to account for necessary movement of utility lines. How is it that such an important element of the Purple Line’s construction was not recognized and accounted for at the outset?</p> | |
| 6/18/2023 | Veirs Mill Bus Rapid Transit | News/media | Strongly agree | This plan has the capability of significantly reducing car traffic along Viers Mill Road. | |
| 6/18/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | 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. The proponents 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 and telecommuting, | Brian Lutenegger |
| 6/19/2023 | US 29 Corridor | Advocacy organization | Strongly disagree | More investment in 29 road would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops. The money should be spent upgrading the BRT. | Alex Demarais |
| 6/19/2023 | Op Lanes Maryland Phase 1 | | Strongly disagree | This project will be terrible for the environment, people, and traffic. It will induce demand and increase greenhouse gas emissions. It is shameful that a 1950s project like this is being entertained in the year 2023. | |

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| 6/19/2023 | Montrose Parkway | | Strongly disagree | This proposed 4-lane road would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 BRT. | |
| 6/19/2023 | US 29 Corridor | | Strongly disagree | This project would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops. East County needs to become a network of walkable, transit-oriented communities, not a further mess of highways. | |
| 6/19/2023 | Veirs Mill Bus Rapid Transit | | Strongly agree | This project is critical to serving one of the state's highest ridership bus routes. | |
| 6/19/2023 | Bus Rapid Transit: US 29 - Phase 2 | | Strongly agree | This project is critical to achieving success in BRT in MoCo. | |
| 6/23/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | Expanding I-495 and I-270 will private toll lanes will not address congestion but will simply shift bottlenecks to different parts of the region. It will have devastating impacts on our natural resources and communities and exacerbate air and climate change pollution. Please remove this project from the long range plan. | |
| 6/23/2023 | MARC Improvements | News/media | Strongly agree | Making MARC more attractive is a massively important step towards reducing emissions from automobiles. | Thomas G Zeller |
| 6/23/2023 | I-270" | Neighborhood/civic association | Strongly disagree | commuting traffic can be met by other traffic calming measures. The environmental degradation is not worth the limited benefit. | Elliott Levine |
| 6/23/2023 | Montrose Parkway | Advocacy organization | Strongly disagree | Montrose Rd and Parkway borders a number of communities. Traffic coming off of I270 is already driving at 60 MPH! It would be deadly for bicycle riders and pedestrians to cross the road without taking your life in your hands. | Elliott Levine |
| 6/23/2023 | Op Lanes Maryland Phase 1 | Advocacy organization (News/WaPo) | Strongly disagree | For the sake of our children, grandchildren, and great grandchildren, we must move away from automotive transportation and for-profit road building. | Hal Ginsberg |

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| 6/23/2023 | I-270" | Advocacy organization (Washington Post) | Strongly disagree | No more road expansion. Our focus should be on clean green energy/public transit. | Hal Ginsberg |
| 6/24/2023 | I-270 Innovative Congestion Management | Advocacy organization | Strongly disagree | I oppose this plan because it centers around building more road capacity, rather than reducing the need for driving through transit and other enhancements. More driving will quickly use up the increase road capacity and cause more air pollution and emit more greenhouse gases. | |
| 6/24/2023 | Op Lanes Maryland Phase 1 | Project webpage | Strongly disagree | a very large amount of money on a unneeded project that will cause much harm to the environment and provide little return on investment and be limited to those with the money to pay the tolls | Bob R |
| 6/24/2023 | Brunswick Line | historical knowledge of line | Strongly agree | this is actually far less than the true need. this route is a major corridor for freight and passengers have suffered from lack of service due to this overuse of this limited rail line. it desperately needs significant up grading, | Bob R |
| 6/25/2023 | MARC Improvements | News/media | Agree | marc and amtrak upgrades are both needed to improve service and reliability on the widely used railway, maglev should NOT be supported, use maglev funds for marc and amtrak | |
| 6/25/2023 | Brunswick Line | News/media | Agree | our local railways need maintenance and updates to better serve users | |
| 6/25/2023 | I-270" | News/media | Strongly disagree | i have serious environmental concerns regarding this project, we can not continue to strip our land bare of trees and plants that help protect us from the sun, retain water, and counteract global warming | |
| 6/25/2023 | MARC Improvements | News/media | Strongly agree | marc and amtrak both need maintenance and upgrades to provide more reliable and improved service on our widely used railways, maglev should NOT be funded, use maglev funds to help marc and amtrak | |

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| 6/25/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association (I live next to I-170 in Rockville, MD.) | Strongly disagree | The proposed plan has too many negative impacts. | |
| 6/25/2023 | Op Lanes Maryland Phase 1 | News/media | | Does not stand up to scrutiny vis a vis equity, sustainability, environmental protection and environmental justice | |
| 6/25/2023 | I-270" | News/media | Strongly disagree | Environmental | |
| 6/25/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | Environmental concerns are my biggest concern. More pavement is not the answer. Other major cities have found unique ways to handle traffic. The benefits are only for the toll company and the wealthy as I do not believe the tolls lanes will alleviate congestion in the free ones. Too many issues not addressed in the plan. | |
| 6/25/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | The Hogan administration talked about balanced transportation when transit capacity to Frederick was measured in the hundreds and highway capacity in the tens of thousands. They proposed to address this 'balance' by adding yet more lanes, a 'pave the earth' approach. Not one more penny on highways until true balance is achieved. | |
| 6/25/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Disagree | | |
| 6/25/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | toll lanes will only add to congestion and no one will pay the tolls | |
| 6/25/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | Research shows that any improvements in congestion from adding more lanes are temporary don't address underlying issues. The environmental implications and inequities that will be perpetuated by this project also make this project a non-starter. | |

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| 6/25/2023 | I-270 Innovative Congestion Management | News/media | Strongly agree | Maryland's Legion Bridge and I270 are solvable bottlenecks if proposed expansions are approved. I live in Rockville and traveling north to Frederick is a slow and dangerous ride. Going from 6 lanes where I live down to two is just wrong for such a busy corridor. Our neighbors in VA are doing an excellent job in widening their portions of the beltway and 95. Maryland's roads are third rate. Those who complain about added pollution and environmental issues are the same folks who opposed I200 for decades. And they have been proven totally wrong as 200 is a blessing for pulling traffic off 95 and the beltway. Please start the work to widen the Legion bridge and 270 to Frederick! Thank you. | Brad Botwin |
| 6/25/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | This is a project that defies the urgent need to address climate change, water pollution, and area mobility. The current segment of the larger, super destructive and ineffective project, would result in such bottlenecks that the entire project would become inevitable. Our recent experience with COVID also indicates we need all the parks we can get. Aside from destroying natural areas, the project would also harm neighborhoods and leave most people stuck in traffic or having to pay very high tolls. The purpose and need statement simply defined away alternatives to roadways, yet that is how we best address our crisis: reducing the need to travel by better development patterns, and then by greatly increasing BRT and MARC service. BRT service needs to be a network, not just a couple of isolated lines. | Anne Ambler |
| 6/25/2023 | Op Lanes Maryland Phase 1 | | Strongly disagree | The proposed toll lanes will only make traffic worse and will mostly benefit private contractors. Please focus instead on removing potholes and maintaining safe roads and bridges on I-270. | Mark Laubach |

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| 6/25/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | More lanes on 270 will only contribute more crowded traffic and will quickly have no use. If you build it, more cars will come. How about alternatives like high-speed buses. There are many good suggestions online from concerned citizens and organizations. See https://arstechnica.com/cars/2021/08/please-stop-adding-more-lanes-to-busy-highways-it-doesnt-help/ for one example. | |
| 6/25/2023 | Op Lanes Maryland Phase 1 | News/media | Agree | Traffic relief on the Beltway and I-270 is long overdue. Transit cannot solve the problem. More lanes are needed. I am regularly caught in backups even mid-day on the Beltway. I would prefer more lanes without tolls to a toll project. Raise the gas tax to pay for the lanes. | |
| 6/25/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | This is a toll lanes project with a private entity: these never work out like they're supposed to. The environmental impact studies were rushed and incomplete. It is not compatible with our state's environmental goals, it will worsen our water quality while jacking up our water and sewer bills, and it may mean bulldozing my house for something I can't afford to drive on. | |
| 6/25/2023 | I-270" | Advocacy organization | Strongly disagree | Widening 270 with expensive toll lanes will not improve traffic congestion. Only the wealthy can afford the proposed tolls (with profits going to private companies) and traffic will only increase in the other lanes. The current contract must be dissolved altogether and an honest evaluation made of traffic solutions. Yes, this means starting over but the current P3 project is an abomination that cannot be fixed. It must be stopped altogether. | Linda Rosendorf |
| 6/25/2023 | Op Lanes Maryland Phase 1 | | Strongly disagree | | |

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| 6/25/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | <p>1) The OP lanes proposal is socially unjust, leaving those who can't afford the OP lanes in worse traffic. Traffic at OP lanes junctures with local roads would be awful. Apartment complexes and households would be closer to highway exhausts and noise. 2) The OP lanes proposal to expand the beltway and American Legion Bridge comes with huge environmental costs at the juncture in time where we absolutely need to reverse the direction of climate change. Induced demand for commuting by cars would, in any case, fill up the expanded lanes soon after the construction project was completed, and after years of construction caused traffic jams. 3) Alternative plans to P3 OP lanes proposals were not given serious, judicious, and publicly open consideration. 4) Transurban's consortium would rule the beltway and force expansion of their model for the next 50 years. Any plans that reduce their expected cash flow would have to be approved by the Consortium, and be compensated by taxpayers. The taxpayers would be footing the bills for many hidden costs to infrastructure adjustments and improvements required by highway expansion. 5) Expanding the American Legion Bridge only pushes the traffic 495 bottleneck a mile further into Maryland and gives Transurban or other P3 consortium's justification to continue expansion. 6) Plummers Island nature research reserve, home to the Washington Biologists' Field Club (WBFC) for 122 years, part of the C & O Canal National Historical Park, would be devastated by the proposed expanding the American Legion Bridge. Rare plants and animals and their habitats, and WBFC long-term research projects, would be irreversibly and damaged.</p> | |
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| 6/25/2023 | Op Lanes Maryland Phase 1 | | Strongly disagree | Toll lanes have done exactly NOTHING to ease traffic in VA (I sit in it; I speak from experience). I object to the environmental repercussions as well. | |
| 6/25/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | | |
| 6/25/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | A road to nowhere – not well thought out, doesn't include alternative transportation possibilities... as long as development continues at the current pace, the problems north of these toll lanes will continue, backups will continue... we need solutions that include mass transportation and cut down on economic and environmental waste. These toll lanes are a boondoggle. I voted Democratic in the recent election for MD governor to put an end to these toll lanes. The process was not fair and open. Take a serious, open and informed look. | Caol Drew |
| 6/25/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | One car crash delays thousands of people on the beltway or 270. How freaking damaging would years of construction be? Also, i would lose or lose value in a condo i own on Azalea Dr in Rockville due to construction. And, MD cares not about the environment, but i know the damage would be extreme and never mitigated based on living next to the damn icc. Maryland cant take care of existing roads, dont build any more. | Mary |
| 6/25/2023 | I-270" | Advocacy organization | Strongly disagree | Will damage my neighborhood which abuts I270 in Rockville. Installing reversible lanes would be a much cheaper and less destructive alternative. It hasn't received much study, possible because it means less money for contractors. | |
| 6/25/2023 | I-270" | Neighborhood/civic association | Strongly disagree | | |

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| 6/25/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | | |
| 6/25/2023 | I-270" | Advocacy organization | Strongly disagree | toll roads has failed in Virginia and will be terrible for the Maryland communities surrounding the highways. it will also just make traffic worse and driving more dangerous. | Kyra Freeman |
| 6/25/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | The reasons and data justifying this project are questionable. | |
| 6/25/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | It will require large taxpayer subsidies, wasting scarce capital funding that would be better used to expand rail transit. Middle-income drivers who can't afford the tolls will subsidize the wealthy who can afford them. It will make traffic worse in Maryland by relocating the traffic jam where the toll lanes end from Maryland to Virginia. It will transfer jobs from Maryland to Virginia, because the CEO who lives in Potomac or West Bethesda will find it easier to drive to Tysons than to job centers in Maryland. | |
| 6/25/2023 | Brunswick Line | Advocacy organization | Strongly agree | This urgently needed project, as currently described, is set up to be impossible to implement. The section of third track between Silver Spring and Union Station is the most difficult to implement on the entire line, it should not be in Phase 1. Rather, initial sections of third track should be located from the White Flint area westward, starting with the Barnesville Hill. | |
| 6/25/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | Widening I270 will only increase traffic, congestion, and air pollution. More should be done to improve and expand mass transit. | |
| 6/25/2023 | Corridor Cities Transitway (CCT) | Advocacy organization | Strongly agree | When Clarksburg was planned to be developed to a "corridor city," the plan counted on the CCT for speedy, climate-friendly transportation to employment centers down county. Although the routing has, last I saw, meant it was no longer | Anne Ambler |

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| | | | | speedy, it still would provide a needed transit link, perhaps more to other spots on the route than to the down county. | |
| 6/25/2023 | Middlebrook Road Extended Widening | Friend/colleague | Strongly disagree | No additional roadways are needed in this area; transit options are needed. Road construction here would irreparably damage valuable wooded land and foster yet more sprawl. Visualize 2050, by its very name, should be focused on what will benefit our area in 2050, not what will make mobility and climate change worse, as well as hampering our resiliency to flooding. | Anne Ambler |
| 6/25/2023 | Montrose Parkway | News/media | Strongly disagree | What is needed in this area is BRT on Rt. 355 and on Randolph/Montrose, NOT an extension of Montrose Pkwy. | Anne Ambler |
| 6/25/2023 | MARC Improvements | Advocacy organization | Strongly agree | Making MARC work for more commuters is a no-brainer, given the current climate crisis. This should be a priority. | Anne Ambler |
| 6/25/2023 | MD 355 Bus Rapid Transit | Advocacy organization | Strongly agree | BRT on Rt. 355 is a vital part of a BRT network. | Anne Ambler |
| 6/25/2023 | MD 650 New Hampshire Avenue BRT | Advocacy organization | Strongly agree | This is an important part of a BRT network. | Anne Ambler |
| 6/25/2023 | Randolph Road Corridor Bus Rapid Transit (BRT) Project | Advocacy organization | Strongly agree | Important part of a BRT network. | Anne Ambler |
| 6/25/2023 | Veirs Mill Bus Rapid Transit | Advocacy organization | Strongly agree | Vital link in a BRT network. | Anne Ambler |
| 6/25/2023 | I-270 Innovative Congestion Management | Neighborhood/civic association | Strongly disagree | Economically stupid. Environmentally devastating. *Encourages* congestion. Ignores overwhelming, long-term opposition and tries to bury legitimate scientific evidence. | EM Ryan |
| 6/25/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | There are numerous downsides. The only people who would benefit are those wealthy enough to pay the proposed tolls. Everyone else would be stuck in even worse traffic congestion. The | Sherman Johnson |

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| | | | | HOT/Lexus lanes are un-American. Our PUBLIC highways should be open to ALL motorists, 24/7, and financed with motor fuel taxes -- as we've done for decades. HOT/Lexus lanes would only divide our society even further. They are dead wrong and the plan should be terminated with prejudice. | |
| 6/25/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | | |
| 6/25/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | Research shows that expanding highways does not solve the congestion problem in the long run. We need to use that money to invest in public transportation and safe bike and pedestrian lanes. | Shilpa Shenvi |
| 6/25/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | The project is inequitable, environmentally destructive, unsupported by reliable data, and guaranteed to make congestion worse than it is now for the majority of drivers. | Jennifer Whalen |
| 6/25/2023 | Op Lanes Maryland Phase 1 | Friend/colleague | Strongly disagree | | |
| 6/25/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | Would be detrimental to the environment and communities. Would only make the traffic worse. | Kathleen Pirolo |
| 6/25/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | The environmental and community impacts have not been fully assessed. Toll lanes have been demonstrated to create more congestion. No one will pay the outrageously high fees to use toll lanes. | |
| 6/25/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | Terrible for the environment. Will not relieve congestion. | Mary Anne Hess |
| 6/26/2023 | Op Lanes Maryland Phase 1 | Friend/colleague | Strongly disagree | As a long-term aid to reduce traffic congestion, I would prefer a train system (extending the Metro) as occurs in the NY City area. Widening highways is a temporary, highly expensive fix. Widening 270 | Edward M. Barrows |

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| | | | | and the Beltway would cause much environmental harm in an already overstressed, too polluted part of the U.S. | |
| 6/26/2023 | I-270" | Advocacy organization | Strongly disagree | The case for toll lanes provides neither compelling data nor argument for how the approach provides long-term, sustainable traffic relief. Costs, financial and environmental, are long-term. Benefits do not appear to be. | |
| 6/26/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | It's going to hurt the environment, the people that live around it and it's not going to help traffic. It's only going to cause more cars fit on the road and sit in traffic. | |
| 6/26/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | It is beyond belief that this project is moving forward when it has never had independent financial and legal review, the Capital Beltway Accord has not been released; and key traffic modeling, pollution data, and mitigation plans are missing. This is going to get bogged down and waste time that is better spent on real issues affecting people. And there are better ways to deal with congestion. | |
| 6/26/2023 | Corridor Cities Transitway (CCT) | I've been active with organizations, civic assoc, and gov't for decades | Strongly agree | This is a key component to reducing vehicle congestion north-south and has been delayed way too long. Before any proposals are examined for I-270, the CCT mitigating effects should be included in those studies. Without giving the public aggressive rapid transit options, all other congestion relief will fail. There is a great need to connect these points with CCT BRT. | |
| 6/26/2023 | I-270 Innovative Congestion Management (I-270 projects) | | Strongly disagree | The P3 project, as pursued by Gov. Hogan, was ill conceived and poorly studied. Adding lanes to I-270 will not reduce congestion, as numerous studies have shown, but will cause great harm, siphoning needed funds from more effective projects. Please go back to the drawing board and work with transit-oriented and environmental organizations to come up with an appropriate | |

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| | | | | rebuild for the American Legion Bridge and transit solutions for upcounty. | |
| 6/26/2023 | MARC Improvements (Including MARC run-through to VA & L'Enfant Plaza) | Long-time activism on transit issues as citizen | Strongly agree | Reliable, safe, and frequent MARC service is key to removing single car vehicles from our road grid. It has proven to be effective when it can be counted on by commuters. | |
| 6/26/2023 | MD 355 Bus Rapid Transit | Gov't presentations and North Bethesda planning | Strongly agree | BRT on Rt. 355 is a critical element to creating a "boulevard" in North Bethesda. As the number of residential units increase along this corridor, supplementing the Red Line by having dedicated bus lanes will allow residents to move easily up and down the Pike without using their cars as frequently. BRT must include dedicated bus lanes to work. | |
| 6/26/2023 | Montrose Parkway | Long-time activist in North Bethesda | Strongly disagree | This is a dinosaur remnant of a failed policy to run highway-style roadway through an urbanizing area. It is environmentally unsound and totally unnecessary. The only worthy project is to separate the grade at the CSX tracks, and there are several better proposals to accomplish that goal. Redesign the project to grade separate the tracks on Randolph Road, and leave it there. | |
| 6/26/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Disagree | | |
| 6/26/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | This is an ill-conceived project that poses great threats to our watershed, historic places, and taxpayers. Aside from the project's flawed environmental review, it will not relieve congestion and only serves those who can afford tolls. It does nothing to reduce the ever-increasing amount of dangerous interstate truck traffic from the unexpanded "free" lanes. Additionally, a P3 financing model for a massive infrastructure | |

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| | | | | project like this will not work as intended (except to benefit foreign owners and their investors) and essentially hands over defense critical infrastructure to foreign ownership. This is not a forward-thinking "2050" transportation project. It is a 20th century solution that doubles down on the ills and injustices of the original Interstate Highway construction. | |
| 6/26/2023 | I-270" | | Strongly disagree | Do not widen 270. It will only make traffic worse and cost the common man more money to get around. | |
| 6/26/2023 | I-270 Innovative Congestion Management | Advocacy organization | Strongly disagree | The toll lanes are inequitable and will cause more congestion. I was around and commute from Montgomery county to Tysons corner and the toll lanes have made it worse for 99% of all commuters. The tolls are too high and very few people use them. Which makes more traffic on fewer nontoll lanes worse. | Phyllis Epstein |
| 6/26/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | | Dr. Donna Hoffmeister |
| 6/26/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | This project does not mitigate/solve traffic for drivers in general purpose lanes. Rather it increases traffic for all except for people in the LUXURY LANES. And its irreversible harm to our health and planet is appalling. | |
| 6/26/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | Plans to expand I-270 would lead to major increases in vehicle traffic and environmental pollution, rather than alleviating traffic congestion. | Jeanne Anastasi |
| 6/26/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | I am Kevin Thatcher Gerike, and I live on Lawndale Ct in Silver Spring, Maryland. I live in the Indian Springs Neighborhood, which is in danger of becoming more polluted, louder, and destroyed with the proposed widening of the Capital Beltway. With an increase in the road width and additions of toll lanes, the project will | |

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| | | | | <p>devastate our community and other communities near the Beltway. We will lose our neighborhood park and YMCA. There will be more noise from construction and increased traffic on the road. The value, safety, and security of our homes will be ruined. The project will NOT reduce traffic congestion, but the construction and increase in traffic WILL pollute our air and increase the noise in the neighborhood. In addition, the project is horrendous for the environment and will wreak havoc on local ecosystems that are already disjointed and polluted from the existing Beltway. My husband (LaDereke Grant) and I oppose this project and urge you to reject any version of the project in favor of better, smarter choices. We advocate for light rail built on the entire Capital Beltway loop to reduce traffic and the addition of Bus Rapid Transit. We need to advocate for smarter, safer, more sustainable modifications of the Beltway and implement good, frequent public transit options throughout the county to reduce the traffic not only on the Beltway but other roads such as Colesville and University. In this day and age, we must advocate for traffic-reducing measures and advocate for more public transit options that also include more bike lanes. Very Respectfully, Kevin Gerike and LaDereke Grant Lawndale Ct, Silver Spring, MD</p> | |
| 6/26/2023 | Op Lanes Maryland Phase 1 | | Strongly disagree | | |
| 6/26/2023 | Op Lanes Maryland Phase 1 | | Strongly disagree | <p>The Op Lanes won't resolve congestion. In fact, the Maryland-National Capital Park and Planning Commission found that it would only move the bottlenecks from McLean, creating severe congestion on I-270 North, the Inner Loop of the Beltway on the top side of the Beltway and the</p> | Barbara Coufal |

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| | | | | Inner Loop in Prince George's County. MDOT should cancel the project and study alternatives to HOT lanes. | |
| 6/26/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | There are effective and more environmentally responsible ways to deal with traffic such as transit, incentivizing telework and better land use planning. | Nancy Soreng |
| 6/26/2023 | Op Lanes Maryland Phase 1 | Project webpage | Strongly disagree | This P3 project has been a disastrous boondoggle since its inception. It would enrich private companies while harming the environment. With tolls up to \$50, it would be very inequitable, favoring the wealthy and making traffic far worse for the overwhelming majority of drivers. IMPORTANTLY, THIS PLAN WILL NOT IMPROVE TRAFFIC CONGESTION. The current project must be thrown out and a carefully thought out plan for traffic management be considered. This horrible project has already cost Maryland taxpayers a huge amount of money and continues to do so. STOP THIS NOW!!! | Linda Rosendorf |
| 6/26/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | | |
| 6/26/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | Adding express toll lanes to 270 would be extremely destructive. It would harm neighborhoods, damage the watershed, and reduce tree cover that is so essential for wildlife. As experience in other cities has shown, widening highways actually increase the amount of traffic rather than decrease it, as people fill in the extra space. This would be contrary to our climate change goals in Montgomery County and undermine transit projects that are in the works. In addition, the planners failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and | Shannon Shea |

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| | | | | eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting. | |
| 6/26/2023 | Montrose Parkway | Advocacy organization | Strongly disagree | Expanding this road further would further divide the White Flint area, which is already splintered (which reduces a good sense of place) and difficult to get around without a car. It would be the opposite of our commitments to reduce greenhouse gases and expand walking and biking. Instead, we should invest in the local street network, transit (especially BRT), and protected bike lanes. | Shannon Shea |
| 6/26/2023 | MARC Improvements | Advocacy organization | Strongly agree | I strongly support improvements and expansion to MARC service, particularly adding service on weekends and having it go both ways during the morning and evening to expand access. Improving and expanding the service would enable more sustainable travel between Frederick County, Montgomery County, and Washington D.C. It could reduce car traffic as well. | Shannon Shea |
| 6/26/2023 | MD 355 Bus Rapid Transit | Neighborhood/civic association | Strongly agree | Bus Rapid Transit can be a backbone of a sustainable transportation system, especially when combined with Metro, MARC, protected bike lanes, and excellent sidewalks. BRT should be prioritized on 355 to reduce traffic and ensure buses do not get stuck in traffic. This project would reduce our greenhouse gas emissions, local smog-causing pollution, and reduce the need for residents to rely on driving. | Shannon Shea |
| 6/27/2023 | Op Lanes Maryland Phase 1 | | Strongly disagree | | |
| 6/27/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | I believe this is a project destructive to the environment and neighborhoods and an ineffective way to address traffic congestion | |

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| 6/27/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | My neighborhood will suffer tremendously. Will have negative environmental impact. Won't fix the problem | |
| 6/27/2023 | I-270 Innovative Congestion Management | News/media | Strongly disagree | I strongly oppose widening I-270 and I-495, and any project that proposes to widen these and other freeways should not be included in Visualize 2050. Our goal, related to transportation, should be to efficiently and sustainably provide mobility in a manner that reduces greenhouse gas emissions, promotes compact development patterns, and ensures equitable access to transportation options. Widening a freeway is antithetical to all of these aims, and prioritizes motor vehicle throughput at the expense of other investments that could meaningfully move the needle on climate change, sustainable growth, and equity. I-270 and I-495 should instead have a form of congestion pricing (without widening) that manages access, with revenue going directly to investments in regional bus rapid transit, improved bus and metro service, improved MARC service to convert it to a true regional provider with all day operations and through-running to VA, and pedestrian and bicycle infrastructure for last mile connections to transit stops. It is absolutely unacceptable that today – with everything we know about the mistakes of the past and their harmful impact on our communities and the climate – we are still considering freeway widening projects. More lanes have never, and will never, solve a problem of vehicle congestion in a large metro area, since freeways and widening projects induce more driving and unsustainable growth patterns. It is beyond time to move on from this terrible legacy. Please remove this project from the LRTP. | |

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| 6/27/2023 | I-270 Innovative Congestion Management | Neighborhood/civic association | Strongly disagree | As seen with the I-66 expansion, 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. They 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 and telecommuting, | Jacob Goldberg |
| 6/27/2023 | MARC Improvements | Neighborhood/civic association | Strongly agree | Improved public transportation does much more to assist sustainable growth in the region | Jacob Goldberg |
| 6/27/2023 | North Bethesda Transitway Bus Rapid Transit (BRT) Project | Neighborhood/civic association | Strongly agree | Support public transit and more sustainable growth in this area | Jacob Goldberg |
| 6/27/2023 | Randolph Road Corridor Bus Rapid Transit (BRT) Project | Neighborhood/civic association | Strongly agree | Promote sustainable growth in this region | Jacob Goldberg |
| 6/27/2023 | MARC Improvements | Project webpage | Strongly agree | I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this | William Young |
| 6/27/2023 | MARC Run-through service to L'Enfant Plaza | Project webpage | Strongly agree | I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this | William Young |
| 6/27/2023 | Camden Line | Project webpage | Strongly agree | I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this | William Young |
| 6/27/2023 | Brunswick Line | Project webpage | Strongly agree | I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this | William Young |

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| 6/27/2023 | MARC Run-through service to L'Enfant Plaza | Project webpage | Strongly agree | I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this | William Young |
| 6/27/2023 | MARC Run-through service to Virginia | Project webpage | Strongly agree | I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this | William Young |
| 6/27/2023 | Veirs Mill Bus Rapid Transit | Project webpage | Strongly agree | I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this | William Young |
| 6/27/2023 | Corridor Cities Transitway (CCT) | Project webpage | Strongly agree | I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this | William Young |
| 6/27/2023 | Randolph Road Corridor Bus Rapid Transit (BRT) Project | Project webpage | Strongly agree | I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this | William Young |
| 6/27/2023 | Veirs Mill Bus Rapid Transit | Project webpage | Strongly agree | I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this | William Young |
| 6/27/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | It will create more congestion and pollution. Will not work as someone aspects Public transportation is solution | |
| 6/27/2023 | I-270 Innovative Congestion Management | Neighborhood/civic association | Strongly disagree | Lack of environmental study, would only benefit those who can afford the toll lanes and I already cannot use my balcony facing #495 and I-270 due to exhaust fumes and pollution. | |
| 6/27/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | I support the no build plan for Op Lanes Maryland. The expensive toll lanes will only serve the wealthy and the occasional emergency use. On 270 north, traffic will buckle and slow on the free lanes before and after termination of the toll lanes at RT 370 and accidents will occur as cars merge. Induced demand will cause more to drive rather than riding MARC and Metro, a much more | Gail Landy |

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| | | | | <p>equitable option for all populations. Within a short interval traffic will rebound negating the small benefits provided by widening the interstate. Congestion has already decreased with the advent of at least part time telework and rush hour is less predictable as work schedules have changed. Highway expansion will increase air pollution, storm runoff, and greenhouse gas emissions that enhance climate change. The solution is prioritizing funding for transit and increasing safe access, availability, and reliability for riders. Climate change incurs reducing car travel and increasing provisions for bicyclists and pedestrians in urban settings that provide shopping, entertainment, and housing near employment or close to transit. Expanding highways induces sprawl which is not the vision for the future. Often it most impacts lower income neighborhoods that don't benefit from the more roads and many do not own cars. The goal of the future urban center is to provide safe provisions for walking and biking and reduce vehicle traffic and provide spaces where cars are not permitted. European countries have already adopted this theme and brag about high speed trains providing travel between nations. Goal is to reduce funding for new and expanded highways and prioritize repair and funding for transit. No other option exists for reducing the possibility of catastrophic climate change and cities will better serve people with this transition.</p> | |
| 6/27/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | <p>I can't believe this project is still on the list of greenlighted projects! I reviewed the environmental impact study, which was seriously flawed because it did not consider the project's potential impact on climate change. Building HOV lanes for 495 would negatively affect</p> | |

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| | | | | communities along the highway without providing ANY benefit to those communities. Better regional transit needs to be built to get commuters off the road. Then the existing lanes should be sufficient for long-distance travelers. Many studies have shown that increasing road capacity only increases the traffic and urban sprawl. | |
| 6/27/2023 | MARC Run-through service to Virginia | News/media | Strongly agree | Just a great idea to have more broadly linked regional rail | |
| 6/27/2023 | I-270 Innovative Congestion Management | News/media | Strongly disagree | Jesus Christ stop wasting money on stupid highways, they're a money sink, terrible for the environment, inefficient, and deadly. | |
| 6/27/2023 | I-270 Innovative Congestion Management | News/media | Strongly disagree | Jesus Christ stop wasting money on stupid highways, they're a money sink, terrible for the environment, inefficient, and deadly | |
| 6/27/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | This plan is a terrible idea | |
| 6/27/2023 | I-270" | News/media | Strongly disagree | Widening/expanding this freeway is a terrible idea. | |
| 6/27/2023 | Op Lanes Maryland Phase 1 | News/media | Neutral | Just toll all the lanes. You don't need to put down new pavement. Start charging 10 cents a mile and see how many giant SUVs with one person in them keep clogging up the highways. | Daniel Stephen Marcin |
| 6/27/2023 | I-270 Innovative Congestion Management | Neighborhood/civic association | Strongly disagree | Other lanes wouldn't be needed if mass transit stepped up. Rail, bus. | |
| 6/27/2023 | North Bethesda Transitway Bus Rapid | Project webpage | Neutral | Must have RideOn #30 bus restored to make it feasible for Pooks Hill Road residents. 40 minutes between buses is too long. | |

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| | Transit (BRT) Project | | | | |
| 6/27/2023 | MD 355 Bus Rapid Transit | Advocacy organization | Neutral | Must have pre-pandemic routes for RideOn Bus 30 restored so buses run no longer than 30 minutes apart. 20 would be much better. | |
| 6/28/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | Climate Change concerns require forward-thinking solutions that limit the use of fossil fuels. This irresponsible project will ENCOURAGE more fossil fuel use in a highly inequitable way. Money and legislation should be directed at discouraging vehicle traffic and encouraging public transportation and telecommuting, not supporting the use of fossil fuels. | Christy Bumanis |
| 6/28/2023 | MARC Improvements | News/media | Strongly agree | It is one area that already has an infrastructure. It should just be improved and the frequency of service must be improved. | John Fay |
| 6/28/2023 | Randolph Road Corridor Bus Rapid Transit (BRT) Project | News/media | Strongly agree | If any major roadway should be included, Randolph Rd. tops the list. Running from the edge of Prince Georges County to White Flint, it carries a huge number of cars, trucks and buses, especially during rush hours. Let's have a break. | John Fay |
| 6/28/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | This plan is an environmental disaster and contrary to slowing climate change. Better solutions must be found than encouraging more cars and driving. | Alison Bennett |
| 6/28/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | The project would be ineffective as it would create new traffic bottlenecks and encourage more highway usage thereby continue congestion, damage numerous parks, trees and streams, generate unacceptable levels of climate-damaging greenhouse gas emissions, create air pollution which would cause heart disease, various cancers, various respiratory diseases and premature death, and not be equitable as the toll lanes would be too expensive for most drivers and the project was chosen instead of more | Brian Ditzler |

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| | | | | transit which would serve more people, even those without cars. | |
| 6/28/2023 | Bus Rapid Transit: US 29 - Phase 2 | Neighborhood/civic association | Strongly agree | BRT on US 29 would get more people out of their cars which would lessen traffic congestion, climate-damaging greenhouse gas emission and health-damaging air pollution. It would help business development along the US 29 corridor and in Silver Spring. | Brian Ditzler |
| 6/28/2023 | MARC Improvements | News/media | Strongly agree | MARC improvements would get more people out of their cars which would lessen traffic congestion in I-270, reduce climate-damaging greenhouse gas emissions and health-damaging air pollution, and ease commuting worries of many local residents. | Brian Ditzler |
| 6/28/2023 | MD 355 Bus Rapid Transit | News/media | Strongly agree | BRT on 355 would get more people out of their cars which would reduce congestion in I-270 and Rockville Pike, reduce greenhouse gas emissions and lessen health-damaging air pollution. It also would be good for businesses long MD 355. | Brian Ditzler |
| 6/28/2023 | MD 650 New Hampshire Avenue BRT | Neighborhood/civic association | Strongly agree | BRT on MD 650 would get more people out of their cars, and thereby reduce traffic congestion, reduce greenhouse gas emissions and reduce health-damaging air pollution. It also would be good for businesses along New Hampshire Avenue and adjacent areas. | Brian Ditzler |
| 6/28/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | Not only will this project have a substantial negative impact on our community but it won't solve the problem of traffic congestion. The TPB needs to consider a comprehensive approach that makes other modes of transportation more accessible, affordable, reliable and viable as alternatives to travel in private vehicles. Other alternatives are the creation of employment centers around major transit hubs, along with close-in affordable housing for our public work force to ensure that they can live near their jobs rather than miles away in transit deserts. | |

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| | | | | <p>Telework and staggered work schedules are also better options than adding lanes to a roadway that is already wider than the New Jersey Turnpike. Creating demand pricing toll lanes while reducing the number of lanes available to the general public is inequitable and rewards those of higher incomes. Moreover, the EIS was severely flawed and did not study other viable alternatives to building more lanes. It is addressing a 21st century issue with a 1950s solution. We can do better than this.</p> | |
| 6/28/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | <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. They 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 and telecommuting. Please remove this project.</p> | Steve Wardell |
| 6/28/2023 | Op Lanes Maryland Phase 1 | <p>News/media (I first found out about it from Gov. Hogan's Sept. 2017 public announcement. I've been studying it and vigorously opposing it for over five years. MDOT's own materials say the HOT lanes' financial viability depends on the operational failure of the regular lanes. And their</p> | Strongly disagree | <p>As I wrote above, years of study have found that the Op lanes will make congestion worse, be terrible for the environment which we all depend on, be grossly inequitable for many reasons, and is opposed by most Montgomery County elected officials and general public. Montgomery County will be impacted by this ruinous project more than any other. In general terms, anyone who has actually studied this project opposes it unless they are contractors who will make money building it. The minority of the public who supports it have been given the misinformation that it would shorten their commute. It will actually make it worse, unless they can pay \$50/day on a regular basis. That is what a person would need to budget if they planned to use the</p> | Sally Stolz |

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| | | own travel time tables she drivers in the general lanes are in most cases no better off or worse off if the Op Lanes are built. In addition, the environmental effects are calamitous, the inequity of a road that provides a slower and less safe trip for poor people, the huge financial risk (look at the Purple Line P3) and the enormous public opposition should all make removing the Op Lanes from the list of approved projects compelling) | | HOT Lanes for commuting on a daily basis, from Gaithersburg to Tysons, Va. Needless to say, after the many years of construction when EVERYONE would suffer, this project would benefit only a tiny number of very wealthy people. In a cost/benefit analysis it is a total failure. Please remove the Op Lanes project! | |
| 6/28/2023 | Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project (| Advocacy organization | Strongly agree | I support improving transit by including rail on this bridge. With rail on this bridge we can make the regional transit system for efficient and effective. To get cars off the road, we much have an efficient, economical, and reliable transit system. | Sally Stolz |
| 6/28/2023 | Brunswick Line | Advocacy organization | Strongly agree | We need to increase service on the Brunswick line to give more people the option of commuting by transit. Ideally the Brunswick line would run all | Sally Stolz |

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| | | | | <p>the same hours as the metro, including nights and weekends. These trains are already providing efficient, reliable and cost-effective travel, and they are heavily used. They are keeping many cars off I-270 and the beltway. If we increase their service times, we will reduce the number of cars on I-270 and I-495. This will improve congestion, whereas the Op Lanes project will just make congestion worse.</p> | |
| 6/28/2023 | MARC Improvements | Advocacy organization | Strongly agree | <p>In the "Brunswick Line" section I wrote a lot, so I will summarize. Better transit options WILL result in getting more cars off the road. Ultimately that is the only way our transportation options can keep up with population growth here. When you widen a road, drivers will come! The road will quickly be congested again. If you provide efficient, reliable, economical transit, you'll have a system capable of handling regional growth. It is a big investment, but will pay for itself by ACTUALLY reducing road congestion and reducing our collective carbon footprint! And it benefits EVERYONE. Drivers find less cars on the road and transit riders find more convenience and options. We can do this!</p> | Sally Stolz |
| 6/29/2023 | Op Lanes Maryland Phase 1 (I assume the above title refers to the plan to add yet more lanes to the Beltway in Montgomery and PG counties) | News/media | Strongly disagree | <p>Where to begin... "induced demand" probably sums it up best. Visit the Katy Freeway in Houston, or look what happened when lanes were added to 270 back in the day. How long did it take for traffic to build back up again? Not long. The way to get people out of private cars clogging our roads and into public transit (thereby shoring up WMATA) is to disincentivize using private cars - but this project will do the exact opposite! By the way, have you heard about climate change? Paving impermeable surfaces where we now have acres of CO2-absorbing parkland seem a good idea to you? Have you even re-evaluated the need</p> | Nan Wellins |

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| | | | | <p>at all, in light of post-pandemic hybrid work models (is anyone back in office M-F 9-5)? Please stop talking about "soul crushing traffic" and do something about "climate- and green space-crushing traffic" by shifting Eisenhower-era thinking into the 21st century. Incentivize telework (employer subsidies?); invest in increasing MARC and WMATA and decent bus service; reversible lanes; etc. There are a dozen things at least that could be done here apart from ripping out parkland and creating Lexus lanes. And finally - I'd bet serious money (which I don't have a lot of) that in the end the Maryland taxpayer will end up footing the bill for these lanes. I'm sure the contractor, should one appear, would include provisions buried in the fine print on page 63 sticking us with the bill under this, that, and the other condition. They have the dosh to hire top lawyers in the private sector who'll run rings around our state attorneys. No thank you!</p> | |
| 6/29/2023 | Op Lanes Maryland Phase 1 | Friend/colleague | Strongly disagree | <p>This project, as currently configured, will ultimately do more damage than it will provide substantial and lasting benefit. The damage includes localized destruction of numerous environmental, historic, and community resources. It will also produce negative instead of positive impacts on regional traffic conditions by perpetuating traffic patterns and even worsening congestion for most travelers who cannot afford or do don't wish to pay what could be high fees for highway usage. A slightly (one lane in each direction) reconfigured American Legion Bridge deck, and similarly reconfigured existing I-270/495 could, on the other hand, include a reversible lane in each direction for rush hours that would provide congestion relief without extensive additional land required. Additional</p> | |

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| | | | | transit and transit-oriented development on the eastern side of the beltway would also improve conditions over time. | |
| 6/29/2023 | MD 28/MD 198 Corridor Study | News/media (COG information) | Strongly disagree | When the ICC was proposed and built, MDOT and political supporters said that the ICC would obviate any need for work on this other corridor. A "Study" usually indicates only the first step toward recommending expansion projects, which are not necessary. | |
| 6/29/2023 | US 15 Corridor | News/media | Strongly disagree | While there is occasional rush hour congestion from the Route 40 to the Motter Avenue interchanges (and vice versa), the rest of US 15 is almost always free-flowing. Conditions do not justify a widening project in this corridor. In the short stretch mentioned above, widening would have substantial adverse effects on neighboring property, a cost too high to bear for the modest and necessarily temporary relief it might provide. | |
| 6/29/2023 | Montrose Parkway | News/media | Strongly disagree | Any further expansion of Montrose Parkway is unjustified by the minimal benefits it might provide. Widening would serve to further separate neighborhoods and daily activities, and would make attempts at pedestrianizing these areas dangerous and futile. Instead, added funding for those and related area fixes, such as embracing BRT, would provide for a higher local quality of life. | |
| 6/29/2023 | US 29 Corridor | News/media | Strongly disagree | 10-15 years ago, the 29 corridor underwent grade separation in several locations. The ICC's interchange and Briggs-Chaney Road complexities are already a fact. Constructing additional grade separations would make recent transit improvements less useful and would preempt new neighborhood and neighborhood access around BRT stations on 29. | |

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| 6/29/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | 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. They 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 and telecommuting. | Brendan Wray |
| 6/29/2023 | Addison Road I | Advocacy organization | Disagree | This project would expand already wide and unsafe roads, making safe pedestrian and bike access to Blue Line stations even harder and undermining efforts to create walkable neighborhoods near transit. | Brendan Wray |
| 6/29/2023 | I-95/I-495 at Greenbelt Metro Station Interchange Construction (I-495/Medical Center interchange) | Project webpage | Strongly disagree | The I-495/Medical Center project would modify the current safest bike/walk route in a 10-mile stretch to cross I-495 and undermine efforts to foster a safe, local street grid that allows walking, biking and transit access in the Largo Town Center neighborhood. | Brendan Wray |
| 6/29/2023 | Addison Road I (Maglev) | Advocacy organization | Strongly disagree | Oppose maglev projects on the basis of cost and effectiveness - can make a greater difference with other targeted projects already in the plan. | Brendan Wray |
| 6/30/2023 | Op Lanes Maryland Phase 1 | Advocacy organization (advocacy groups, Sierra Club & it's in the news) | Strongly disagree | I oppose this project and think it should be removed. Equity issue – Toll lanes benefit only those with incomes high enough to pay the *expensive* rates. Traffic flow – great for the people in toll lanes, but 90% of the cars/trucks will be pressed into the remaining lanes. Climate – this project promotes our reliance on cars. Given the increasing forest fires, floods, drought, and heat waves, we need to promote better & more frequent transit (MARC Brunswick line parallels much of I270) and encourage people to use cars less frequently. | |

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| 6/30/2023 | US 29 Corridor | Advocacy organization (and I live near Rt 29) | Disagree | I strongly **support** US 29 FLASH BRT improvements, However, I disagree with the \$7 Billion series of grade-separated interchanges that would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops | Tina Slater |
| 6/30/2023 | Op Lanes Maryland Phase 1 | Advocacy organization (advocacy groups, Sierra Club, newspapers) | Strongly disagree | EQUITY – toll lanes accessible only to those with more money; all other cars/trucks will be pressed into existing lanes. NEED to PROMOTE TRANSIT - - MARC Brunswick Line parallels much of the route and takes people from Frederick to DC (and from there to NoVa); we should invest the \$\$\$\$ in MARC and Express Buses. CLIMATE – drought, forest fires, record heat waves – we canNOT keep accommodating SOVs. Govt should be promoting mass transit over cars. We can no longer deny that Climate Change is upon us. | Tina Slater |
| 6/30/2023 | Bus Rapid Transit: US 29 - Phase 2 | Neighborhood/civic association | Strongly agree | US 29 is crowded during rush hour. BRT in *dedicated lanes* in the median will make FLASH a TRUE BRT. The FLASH bus will travel quickly, bypassing cars stuck in traffic. Let's *reward* people who use transit, helping the climate, and reducing the number of vehicles on the road. | Tina Slater |
| 6/30/2023 | MARC Improvements | Advocacy organization | Strongly agree | Instead of MD investing \$\$\$ in I-270 Op Lanes, let's invest in MARC expansion -- adding third tracks in key locations to reduce conflicts between passenger and freight trains. Note that MARC Brunswick Line parallels I-270 for much of the way. | Tina Slater |
| 6/30/2023 | MD 355 Bus Rapid Transit | Advocacy organization | Strongly agree | This BRT would connect Bethesda to Rockville and to places North. Rockville is the hub of County Gov't and also a campus of Montgomery College. Connecting people from South MoCo to Activity Centers North of Rockville will be a bonus for people currently taking transit. It also would be a fast/convenient way for current drivers to get | Tina Slater |

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| | | | | around the county and leave their cars at home. Do it for EQUITY, do it for the CLIMATE. | |
| 6/30/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association (and Advocacy organization, news/media) | Strongly disagree | It is a proven fact that increasing lanes does NOT reduce congestion. The very plan of creating a 'faster route' through traffic congestion accessible to rich people, while the poor folk sit in traffic is undemocratic and elitist. The environmental damage of such a project is completely underestimated. One need only look at the devastation in Virginia on the other side of the American Legion Bridge to see it. The atmosphere is heating up and replacing forests and shrubs with blacktop is an insane idea. We're not in as much trouble as other states yet - but projects like this assure that we will be. There must be a solution to the terrible traffic congestion - I agree completely. We MUST give people an alternative to driving! An efficient public transit system must be top priority. Every rider on BRT is not driving a car. Existing rail must be upgraded and increased in capacity. New rail alternatives, perhaps a monorail as proposed on 270, would be reasonable. No more blacktop! It's not a viable solution. And it will damage much more than just adjacent homeowners' property. Stop this insane project now. | Patty McGrath |
| 6/30/2023 | Bus Rapid Transit: US 29 - Phase 2 | Advocacy organization | Strongly agree | We must provide workers with affordable and efficient alternatives to driving to work! I have visited Rome, Italy, where family lives. I have never needed a car! Bus service is extremely affordable, time efficient and located 'everywhere'. We can do that. | Patty McGrath |
| 6/30/2023 | US 29 Corridor | Advocacy organization | Strongly disagree | US 29 Corridor – proposes \$7 Billion series of grade-separated interchanges that would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid | Patty McGrath |

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| | | | | transit stops. Environmental and human livability must be prioritized. | |
| 6/30/2023 | Randolph Road Corridor Bus Rapid Transit (BRT) Project | Advocacy organization | Strongly agree | We must provide workers with affordable and efficient alternatives to driving to work! I have visited Rome, Italy, where family lives. I have never needed a car! Bus service is extremely affordable, time efficient and located 'everywhere'. We can do that. | Patty McGrath |
| 6/30/2023 | Veirs Mill Bus Rapid Transit | Advocacy organization | Strongly agree | We must provide workers with affordable and efficient alternatives to driving to work! I have visited Rome, Italy, where family lives. I have never needed a car! Bus service is extremely affordable, time efficient and located 'everywhere'. We can do that. | Patty McGrath |
| 6/30/2023 | Middlebrook Road Extended Widening | Advocacy organization | Strongly disagree | This would M-83 expansion project pushing reliance on auto traffic instead of prioritizing public transit. We MUST provide realistic alternatives to workers via PUBLIC TRANSIT. Blacktop is NOT the answer. M-83 was deeply opposed by residents who were assured it would NOT be extended. The environmental consequences of blacktop highways in place of forest buffers are damaging our air and water. | Patty McGrath |
| 6/30/2023 | MD 28/MD 198 Corridor Study | Advocacy organization | Strongly disagree | MDOT when promoting the ICC, considered widening of this road unnecessary because the ICC would be built. Upcounty residents must be given public transportation alternatives to driving! | Patty McGrath |
| 6/30/2023 | Montrose Parkway | Advocacy organization | Strongly disagree | This proposed 4-lane road would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 BRT. | Patty McGrath |
| 6/30/2023 | MARC Improvements | Advocacy organization | Strongly agree | In MARC we have the infrastructure to revolutionize how people commute to MD, DC and Virginia! Let's invest in the upgrades and get on with adding more capacity to make it a realistic alternative to driving! | Patty McGrath |
| 6/30/2023 | MARC Run-through | Advocacy organization | Strongly agree | Here we have a realistic alternative for upcounty residents to reach DC without lengthy transfers - | Patty McGrath |

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| | service to L'Enfant Plaza | | | which cause so many to DRIVE instead of using public transit. We need public transit to be RAPID. This proposal could get us there. | |
| 6/30/2023 | Op Lanes Maryland Phase 1 | Friend/colleague | Strongly disagree | | Molly Hauck |
| 6/30/2023 | Op Lanes Maryland Phase 1 | | Strongly disagree | | Molly Hauck |
| 6/30/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | Proposed toll lanes on American Legion Bridge, Beltway and I-270 will just increase car/truck traffic in long run and are not well designed. Any redesign of the bridge should include space for Metro (even if installed later) between Bethesda and Tysons Corner (at least) as well as for BRT and biking. We need more public transit, not more road lanes to reduce congestion long term. | |
| 6/30/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | No More Roads -> move to public transportation and other non-fossil fuel modes of movement | rg |
| 6/30/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | I think we should be spending our time, effort and money and projects that explicitly decrease greenhouse gas emissions, like mass transit, projects that support walking and biking, etc. | |
| 6/30/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | Expansion of the highway is directly in conflict with our need to cut greenhouse gases and other pollutants and there are far better, more efficient, and healthful ways to provide transportation support | |
| 6/30/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | As a concerned resident, I strongly oppose the expansion of 270. It is disheartening to witness our region's road building efforts fail to alleviate traffic congestion. Instead of finding effective solutions, these expansions only contribute to the problem by encouraging more spread-out development, leading to increased driving and traffic. | Lisa Clemans-Cope |

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| 6/30/2023 | I-270 Innovative Congestion Management | Advocacy organization | Strongly disagree | The expansion of I-270 to carry more cars, and utilizing expensive tolls to maintain it, is counterproductive to efforts to reduce use of cars, reduce GHGe by cars, and develop effective mass transit alternatives to result in a more sustainable transportation system. | |
| 6/30/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | It has serious environmental failings & would disturb important historical sites. The study on it failed to include a reasonable alternative which would have significant transit portions as well as some road improvement. | |
| 6/30/2023 | Op Lanes Maryland Phase 1 | | Strongly disagree | | |
| 6/30/2023 | Op Lanes Maryland Phase 1 | Friend/colleague | Strongly disagree | The climate impact of expanding roads and adding toll lanes to I270 is too high and unethical. It is antithetical to smartgrowth and should be abandoned as transportation solution. | |
| 6/30/2023 | Presidential Parkway | News/media | Strongly disagree | 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. They 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 | Frances Stewart |
| 6/30/2023 | MARC Improvements | Advocacy organization | Strongly agree | MARC has the potential to significantly improve transportation and decrease emissions in many areas of Maryland, but it's schedule is too limited and it has been plagued with problems. | Frances Stewart |
| 6/30/2023 | MD 355 Bus Rapid Transit | Advocacy organization | Strongly agree | MD 355 is an important route in Montgomery County, and it has terrible traffic. Bus Rapid Transit is a way to quickly and affordably decrease traffic and emissions and to improve access to transit. | Frances Stewart |

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| 6/30/2023 | North Bethesda Transitway Bus Rapid Transit (BRT) Project | Advocacy organization | Strongly agree | This project would decrease traffic and pollution in a heavily traveled area and would improve transit access. | Frances Stewart |
| 6/30/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | Widening 270 won't solve our traffic woes and is about the worst possible choice for the climate. Toll lanes will only add to economic inequity. We need climate-friendly mass transit solutions | |
| 6/30/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | We do not need to add more lanes. We need to get people out of their cars and drastically reduce VMT in order to reach our climate goals. Please invest in public transit instead of highway expansion. | Philip Bogdonoff |
| 6/30/2023 | Op Lanes Maryland Phase 1 | Friend/colleague (Also from neighborhood and civic organizations) | Disagree | This project concentrates on building roads and unaffordable toll roads which will only increase traffic, not solve congestion, and its overall approach does not promote transit which is the transport mode that will not only address congestion but be environmentally progressive. The project is very destructive of environmental features in Montgomery County and is a 'taking' of too many homes and civic structures. | Elaine Emling |
| 6/30/2023 | I-270" | Advocacy organization | Strongly disagree | Toll lanes do not solve traffic problems. We need better transit in order to solve help with congestion and traffic flow. | Bonny Eisenbise |
| 6/30/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | Rapid transit and monorail on 270, reverse lanes, anything but what is proposed. I strongly oppose this project and want its removal from the 2050 Plan. it should not be included in visualizing 2050. why is it that the project above has been listed that way, so unclear, confusing to many people who did not persist. | sylvia diss |
| 6/30/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | Adding more lanes to roads doesn't work for long, as has been proven in many cases, and I would like to see us shift away from individual cars and | Cathie Nelsen |

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| | | | | find solutions to our traffic problems, which are certainly real, that add mass transit. I was very against the private/ public plan, with its toll lanes that create another inequality for less affluent among us, and it's long term costs to us. I know this is a very hard problem to solve, so, I wish you all the best in finding a better way forward. Cathie Nelsen | |
| 6/30/2023 | I-270" | Project webpage | Strongly disagree | | nanci wilkinson |
| 6/30/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | I am strongly opposed to the Beltway/270 Toll Lanes expansion and I would like this to be removed from the 2050 Plan. | Rosie Clemans-Cope |
| 6/30/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | I oppose the Beltway/270 Toll Lanes expansion and would like this removed from the plan totally. It makes no sense to encourage automobile traffic expansion. | Eleanor Clemans-Cope |
| 6/30/2023 | Op Lanes Maryland Phase 1 (beltway/270 toll lanes expansion) | Advocacy organization | Strongly disagree | 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. They 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 and telecommuting, | |
| 6/30/2023 | Op Lanes Maryland Phase 1 | Advocacy organization (News/media) | Strongly disagree | To save a liveable world for humanity we must transition as quickly as possible to transportation and land use that preserves our forests, prioritizes mass transit and safer bikeable, and walkable areas and decreases our dependence on cars. This project does just the opposite. | Stuart Simon |
| 6/30/2023 | Op Lanes Maryland Phase 1 | Friend/colleague | Strongly disagree | Adding more lanes to highways in an already densely developed area. It will be extremely destructive to neighborhoods, parkland, existing infrastructure. It will increase greenhouse gasses at the time we are trying to reduce/eliminate | |

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| | | | | <p>them. Signing a contract committing our grandchildren to pay for an expanding network of toll roads which by them will be obsolete makes no sense. No Transurban public/private partnership has been financially advantageous to the government partner. There has been no discussion of common goals and priorities among the partners. The risk of the occurrence of an economic and financial crisis is a major example. Privatizing the profits and leaving all the risk to the public partnership is a huge risk. A clear discussion on common goals and priorities among the partners early in the process is necessary to establish agreed goals and priorities and to effectively define and share risks. More discussion and visioning by taxpayers is necessary to develop future transportation objectives. It is time to increase funding to maintain, improve service, and expand our transit network.</p> | |
| 7/1/2023 | Op Lanes Maryland Phase 1 | Friend/colleague | Strongly disagree | | |
| 7/1/2023 | Op Lanes Maryland Phase 1 | | Strongly disagree | | Molly Hauck |
| 7/1/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | <p>I do not support the plan for adding multiple toll lanes because of the environmental impact, loss of human and animal habitats, parks, and resultant disturbance to the area during and after completion of the project. Consideration of alternate solutions and a reassessment that accounts for the recent and likely lasting changes to the way that people work, commute, and live should be undertaken. Please do not make me regret my first home purchase. There must be a different path forward.</p> | |

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| 7/1/2023 | Op Lanes Maryland Phase 1 | Friend/colleague | Strongly disagree | Sadly, adding more roads/lanes never solves the problem. We need more alternatives to driving, including Bus Rapid Transit. And we need more Transit-Oriented Development. Build more housing near transportation hubs! | |
| 7/1/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | The project would be destructive to neighborhoods, parks, tree canopy and streams and would still leave drivers stuck in traffic or paying high tolls. Transit-oriented projects in Prince George's County and eastern Montgomery County would be a better alternative in addressing the E-W jobs imbalance. | |
| 7/1/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | This plan adds confusion with additional lane changing, ugliness with excessive signs, and separate lanes for the wealthy. Why not add more commuter parking lots and bus routes along 270? | |
| 7/1/2023 | Veirs Mill Bus Rapid Transit | Advocacy organization | Strongly agree | | |
| 7/1/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | This entire project is going to put the climate in further jeopardy, our settled communities carved up and damaged, and our fiscal health subject to the whims of a private corporation for five decades ahead. All evidence suggests that the benefit is illusionary, and traffic will be as great or greater of a problem in a very short time. We need to offer alternatives to private automobile reliance, and discourage more and more cars being on the road. The plan to widen roads will do harm and is most self-destructive. It needs to be scrapped completely. Future generations will either thank you or curse you for the conditions that will be created if the project is allowed to proceed. | Arlene Montemarano |
| 7/1/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | We have exceeded most of the planetary boundaries, per a recent Nature article. The least | Jim Laursen |

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| | | | | we need is more roads! We need to power down enormously and stop destroying our only home. | |
| 7/2/2023 | Middlebrook Road Extended Widening | Advocacy organization | Strongly disagree | Mid county highway extended has been removed from vision 2045. There is no need for widening Middlebrook Road ext. It goes nowhere | Margaret Schoap |
| 7/2/2023 | MD 355 Bus Rapid Transit | Advocacy organization | Strongly agree | BRT on 355 has been a master plan for 13 years. It needs to be finished with dedicated lanes and be the priority transportation project for Upcounty. | Margaret Schoap |
| 7/2/2023 | I-270" | Advocacy organization | Strongly disagree | I have reversible lanes on 270 and no toll lanes | Margaret Schoap |
| 7/2/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | It has been very poorly devised and implemented so far. It will NOT improve existing transportation issues. There many things that were short-circuited to get to point that exists. A lot of information has not been released to the public as is should be and required. Alternatives which would help with the transportations were ignored or tossed aside. This entire project needs to "go back to the drawing board" and start from the very beginning with much more public input and not hide information from the public. | |
| 7/5/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | | |
| 7/5/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | 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. They 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 and telecommuting. | |
| 7/5/2023 | Middlebrook Road | | Strongly disagree | | |

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| | Extended Widening | | | | |
| 7/5/2023 | MD 28/MD 198 Corridor Study | | | MDOT when promoting the ICC, considered widening of this road unnecessary because the ICC would be built | |
| 7/5/2023 | Montrose Parkway | | Strongly disagree | This proposed 4-lane road would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 BRT. | |
| 7/5/2023 | Op Lanes Maryland Phase 1 | | Strongly disagree | 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. They 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 and telecommuting. | |
| 7/9/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | Garbage idea that will increase emissions and damage the environment. Focus on expanding public transit and incentivizing telework. | |
| 7/9/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | This expansion is terrible start to finish. Scrap the plan! | G Magary |
| 7/9/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | We need to fund transit and work to reduce traffic. Our environment desperately needs this change! The earth is warning quickly, even faster than anticipated. | |
| 7/9/2023 | Corridor Cities Transitway (CCT) | News/media | Strongly agree | Critical for the goal of reducing traffic. We must implement mass transit alternatives. The entire Clarksburg development was based on the development of the CCT. | |
| 7/9/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | Need less cars on the road, and less toll lanes too | |
| 7/9/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | Widening already wide interstates isn't sustainable and brings air and noise pollution farther into our communities surrounding the | |

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| | | | | road. Toll lanes are attractive only if the free lanes are congested. | |
| 7/9/2023 | MARC Improvements | News/media | Strongly agree | We need more rail between Baltimore and Washington, DC. With the road congestion there, we need more options. | |
| 7/9/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | | |
| 7/9/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | Toll lanes are not the answer to traffic problems; studies and real life examples prove this. Not to mention the environmental impact of building them is too high. | |
| 7/9/2023 | I-270 Innovative Congestion Management (I-495-270 and American Legion Bridge Expansion) | Advocacy organization | Strongly disagree | Climate change is not countered, environmental justice is unequal, I'm opposed to OPP lanes tolls, Moses Hall Cemetery destruction, National Park and Plummers Island destruction | Robert Soreng |
| 7/9/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | Expanding the Beltway is not a 21 century solution to the transportation problems of our region. It will increase the number of cars on the road and further damage our environment in other ways. | Betsy Devlin-Foltz |
| 7/9/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | Expansion of I270 & I495 lanes are destructive of the long term well being of Maryland and the country. If anything an existing lane on each should be closed to cars & trucks and made rapid transit only lanes. This would be the right direction for Maryland. | Riley Casey |
| 7/9/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | Nothing about this plan prepares Maryland for a future where cars don't reign supreme. The only way to get to that point is to start building alternatives. Transit options that are convenient, frequent, reliable, and affordable will be used and would allow people to ditch their cars. Subsidize | Sarah Lanning |

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| | | | | transit at least as much as roads are subsidized. Furthermore, if there must be toll lanes, the state should own and operate them for the good of the state - not private company shareholders. If that means issuing bonds to pay for them, do it. | |
| 7/9/2023 | I-270 Innovative Congestion Management | | Agree | | |
| 7/9/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | Shortsighted, wrongly situated | |
| 7/9/2023 | I-270" | | Strongly disagree | No tolls | |
| 7/9/2023 | Op Lanes Maryland Phase 1 | | Strongly disagree | | |
| 7/9/2023 | Op Lanes Maryland Phase 1 | | Strongly disagree | | |
| 7/9/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | Additional lanes will increase car traffic and greenhouse gasses not reduce them. Alternate ways to reduce congestion and gas emissions have been repeatedly put to government officials but largely ignored. No matter how many lanes are built, they will always be full of cars. | Rici Rutkoff |
| 7/9/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | | |
| 7/9/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | Ineffective solution to the traffic problem. Will have no positive impact. Will only destroy environment, communities, and displace marginalized people. | |
| 7/9/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | I do not support expanding toll lanes, losing park and other lands, and increasing pollution. | |

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| 7/9/2023 | Op Lanes Maryland Phase 1 (Lexus lanes for the rich.) | News/media | Strongly disagree | There are a large number of downsides associated with this proposal, and they are well known. One is that it is divisive and un-American to build semi-exclusive lanes for the wealthy on a PUBLIC right-of-way. Only the richest citizens would be able to use the proposed HOT/Lexus lanes on a regular basis. This proposal is the equivalent of allowing a corporation to build new wings on public schools, and then charge tuition high enough that the class sizes would remain small – say 15 students per teacher. Like our public schools, public roads should be available to ALL. If a corporation wants to build toll lanes, they can purchase the necessary land; get all the permits; and pay for the surveying, engineering, and construction. Then they can charge what the market will bear. But not with a pre-existing public highway. I-270 belongs to the public, all of us. It should continue to be funded by motor fuel taxes. | Sherman Johnson |
| 7/10/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | The project was not done correctly with transparency. The decision to go with this project was arbitrary and NOT based on the facts. In addition, minimal public input was asked until many advocacy groups raised the issue. It was very political. With the Covid experience, the entire project needs to be started again from the very beginning to include an unbiased and non political view of ALL options! | |
| 7/10/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | Severely harm the health and wellness of humans, animals, plants through years of construction, noise, pollution. Increase the number of cars on the roads instead of working towards less vehicle dependent alternatives. | |
| 7/10/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | https://ssti.us/2023/06/26/adding-road-capacity-is-fruitless/ The project won't alleviate congestion long term, will be hugely expensive, | |

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| | | | | and will have significant negative environmental and social impacts. | |
| 7/10/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | Will degrade environment, and add to further congestion through induced demand. Do not carry out at all. | |
| 7/10/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | NO more highway expansion until transit/rail capacity is raised to a comparable level of service. We need balanced transportation options, not continually paving the earth. | Robert McGuire |
| 7/10/2023 | I-270" (I-495 expansion) | News/media (Washington Post) | Strongly disagree | Toll lanes and road expansion will only increase traffic, add to pollution, and destroy neighborhoods. | |
| 7/10/2023 | Op Lanes Maryland Phase 1 | My city council member | Strongly disagree | This project has been in the works for years. Time and again it has been shown to be environmentally dangerous, economically unsound, and an utterly inequitable approach to transportation planning. | |
| 7/10/2023 | I-270 Innovative Congestion Management | News/media (I see it in action on 270) | Strongly agree | Assuming this means entrance/exit ramp management, reversible lanes, and other alternatives to laying more concrete and, charging tolls, I strongly support this public-funded effort. | |
| 7/10/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | Disaster | steve shapiro |
| 7/10/2023 | Op Lanes Maryland Phase 1 | | Strongly disagree | There are other, more environmentally responsible means of improving travel times for necessary vehicle travel, other than expanding highways. This project would be ineffective, inequitable, and environmentally disastrous. | John Holden |
| 7/10/2023 | US 29 Corridor | | Strongly disagree | The TPB should reject the \$124 million project -- approved in Fall 2022 by a 'lame duck' Montgomery County Council -- that would place two BRT-only lanes down the middle of US 29. This "MEDIAN Lane option" was studied, along with a "MANAGED Lane option." As noted in a County Council staff memo, "the Managed Lane option would be \$42.1 million (34%) less than the | John Holden |

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| | | | | Median Lane option,” and “the Managed Lane option is clearly superior in nearly every meaningful metric.” The Managed Lane option would also benefit ALL buses, including Metro, RideOn, and school buses, and not just BRT buses (as in the Median Lane option). | |
| 7/10/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | Adding toll lanes to I-270 and the Beltway would be an environmental catastrophe and a financial boondoggle. | Steve Bruns |
| 7/10/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | Studies show the extra lanes will only add to more cars on the road. As a resident of a neighborhood impacted by this proposed expansion, I strongly oppose the added noise and pollution it will add to my home while at the same time harming the environment. Please focus on other initiatives to increase use of public transit options instead of adding more cars to an already congested beltway. | |
| 7/10/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | More investment in public transit, less in traffic that will only increase congestion, contribute to climate change. | Geoff Thale |
| 7/10/2023 | Op Lanes Maryland Phase 1 | | Strongly disagree | | Kathy Schmidt |
| 7/10/2023 | Op Lanes Maryland Phase 1 | | Strongly disagree | | Hank Schmidt |
| 7/10/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | | |
| 7/10/2023 | Op Lanes Maryland Phase 1 | I have known about this proposed project for years. | Strongly disagree | Not needed, wrong approach for the future, disastrous for our environment and Maryland's future goals | |
| 7/10/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | This plan will result in horrendous environmental consequences to our area. Our area should promote more public transportation and | Randi Field |

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| | | | | teleworking, NOT more cars. Our earth is at a tipping point and this project is reckless, ridiculously costly, and destructive. | |
| 7/10/2023 | Op Lanes Maryland Phase 1 (I-495/I-270 toll lanes) | News/media | Strongly disagree | Expanding highways, hurting the environment, uprooting people from their homes, and adding "expensive" toll roads has already been proven not to work (most recently in Virginia). Try other means as the public is very much against this solution. | Barbara Scott |
| 7/10/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | Funds committed to this project would benefit a third party contractor and not residents, businesses, or families. Please consider financial burdens on county residents (who use 270 regularly, multiple times daily, and rely on it) and environmental impacts as well. | Karen Olk |
| 7/10/2023 | I-270 Innovative Congestion Management | Neighborhood/civic association | Strongly disagree | Development of a road connecting Rockville's Gude Dr to Carnation Dr (via the Rockville Senior center parking lot) would be detrimental to the renowned Senior Center as well as the Woodley Gardens and College Gardens neighborhoods as a whole. These long-standing neighborhoods are one of the first in the DC area and currently home to a large number of young families in (what until recently was) affordable homes in Montgomery County. A "cut through" from Gude Dr would endanger the children in this neighborhood and effect quality of life and limb. Hundreds of families have their lives and life savings invested in these neighborhoods due in large part to the relative safety of the streets, low speed limits, limited access points which will be immediately and irrevocably annihilated by providing an alternate route to avoid 270 tolls. All local businesses and commuters avoiding 270 tolls will use local roads and endanger these families. Please reconsider this portion of future planning | Karen Olk |

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| | | | | as it will not offer benefit to our county, our city, or our neighborhoods. | |
| 7/10/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | We will never meet climate goals with more highways. Spend transportation budgets on mass transit, bicycle and micro mobility projects instead. | Paul Daisey |
| 7/10/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | The project will increase vehicle traffic in an area where transit options should be increased. | Carol Schatz |
| 7/10/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | Building toll lanes is a misguided transportation project from a fiscal, environmental, and practical standpoint. | John Kunz |
| 7/10/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | This plan will increase traffic on the highways, thus increasing greenhouse gas emissions. Many studies have shown that increasing the number of highway lanes leads at best to a temporary decrease in congestion followed by more cars on the road and gridlock again. Find environmentally safe transit alternatives | |
| 7/10/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | The project will not help meet air quality goals. The project will not alleviate highway crowding in the long term. The project's environmental, personal property, and cultural/historical impacts are too detrimental. Evidence shows that similar projects haven't worked well elsewhere. It is a <u>_really_</u> bad idea! | |
| 7/10/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | More concrete roadway will only result in more cars, more air pollution, more traffic deaths, more noise. Instead adopt/encourage the many other approaches to improving traffic congestion. | Stephanie Land |
| 7/10/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | This project is ill-conceived and will not provide overall improvements to our transportation network. Instead, it will wreak havoc on the environment and destroy neighborhoods, especially in Rockville where I270 follows the Watts Branch and Cabin John watersheds. It will only benefit those who are willing to pay tolls and | Wendy Aaronson |

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| | | | | that benefit is a marginal decrease in time on the road. Look at the ICC. It is overbuilt for the amount of use it gets and I495 is still a mess. Look at the VA toll lanes on I95. Folks prefer to sit in traffic instead of pay the toll. Meanwhile, VA has taken down thousands of trees. It is ugly. We're lucky we are in a drought or we would probably see mudslides and sinkholes. The American Legion Bridge could be improved for safety reasons, but don't encourage more driving with expansion of I495 and I270. This project should be removed from the long range transportation plan. There are far more important projects to focus on than this shoot from the hip solution by our former governor. | |
| 7/11/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | Private toll lanes are the wrong approach. If the public does not support toll lanes enough to fund them publicly up front, they should not be built. It is corrupt or at best paternalistic to suppose that the public will be glad to fund the levitate profits on the toll lanes with their toll money when the public clearly does not support up-front financing with a bond. We don't need more lanes. We need better growth management. | |
| 7/11/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | Rather than widening highways to accommodate more traffic, we need to expand the use of more alternate transportation options, such as buses. Also, highways tear up a natural landscape affecting all life and groundwater nearby. | Sandra Roberts |
| 7/11/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | | |
| 7/11/2023 | I-95/I-495 at Greenbelt Metro Station Interchange Construction | News/media | Strongly agree | | |

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| 7/11/2023 | Op Lanes Maryland Phase 1 | live near the proposed project | Strongly disagree | Every day now the news is dominated by climate-related disasters which will only intensify if a huge, controversial construction project like this is allowed to proceed. Amazing to me that it is still (sort of) alive. | Ross Capon |
| 7/11/2023 | Brunswick Line | have ridden the trains many times | Strongly agree | The region desperately needs better public transportation, which includes more frequent service on the MARC Brunswick and Camden Lines. The pandemic has marginalized rush-hour-only services, so it is important that MARC trains run all day. | Ross Capon |
| 7/12/2023 | Op Lanes Maryland Phase 1 | Advocacy organization (Newspaper) | Strongly disagree | After reading about this plan I believe that it will be a significant factor preventing MD from reaching important climate control goals. We need to focus on a viable public transport system, safe walking and bike paths and more opportunities for remote work. | Lonni Millman |
| 7/12/2023 | Op Lanes Maryland Phase 1 (Beltway Expansion) | News/media | Disagree | As someone who regularly travels along the Beltway and within the Beltway and who has lived/travelled in other major metropolitan areas, I don't see expanding the Beltway as a good idea to minimize traffic, instead the back up on the feeder roads like Georgia and Connecticut will only get worse, more folks will move to outer suburbs and later will demands more roads from those of us who chose to live closer to our jobs and/or use public transportation. More roads will only lead to more congestion. | |
| 7/12/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | | |
| 7/12/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | This project has been shown to not resolve the long range transportation needs of our region. We need more public transport investment, and we need leaders who will think about things differently and be ambitious about solutions. | Katherine Woods |

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| 7/12/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | We need to increase transit and remote work and reduce vehicle miles traveled. | Mary Beaudoin |
| 7/12/2023 | Bus Rapid Transit: US 29 - Phase 2 | Neighborhood/civic association | Strongly disagree | If these interchange improvements include putting a dedicated Median lane for BRT on Rte. 29, then this is a terrible option. Studies show that this is a much worse option than the Managed Lane option in terms of cost and congestion. | Mary Beaudoin |
| 7/15/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | Would be harmful to those most needing low cost transit and the environment. We need better low cost public transportation and fewer cars on road, not bloated profits for proprietary companies and more congestion. | Marianne Follingstad |
| 7/15/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | Express toll lanes do not do enough to resolve congestion and highway expansion is not what this region needs. Public transit-oriented development is less destructive to existing neighborhoods and the environment and needs to be explored for the region first. | |
| 7/20/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | The I-270 toll-lane project is not good for Woodley Gardens, Rockville, Montgomery County and for Maryland taxpayers. No version to the toll-lane plan will help Montgomery County residents. This plan was devised to maximize profits for a private contractor. We have 12 lanes of traffic (north and southbound) in Rockville and more lanes will not help the traffic flow when the bottlenecks are elsewhere. The majority of highway users will be worse off than they are now if this toll-plan moves ahead. The Virginia toll roads have not helped taxpayers but has lined the pockets of the private business that administers the toll lanes. This has been well documented in public docs as well as articles in the Washington Post. Please do not allow the same thing to happen here in Montgomery County. The toll roads will not address the need to move toward better public | Jeanine Gould-Kostka |

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| | | | | transportation options. The toll lanes will increase traffic in many neighborhoods by opening additional ramps for toll users. Our neighborhoods will be negatively impacted and the state has not laid out any plan to help with noise abatement. Please reject the toll-lane plan and to focus on sustainable and equitable options. | |
| 7/20/2023 | Op Lanes Maryland Phase 1 | Project webpage | Strongly disagree | | Rodolfo Pérez |
| 7/20/2023 | Op Lanes Maryland Phase 1 | Project webpage | Strongly disagree | This project evolved from a DEIS and FEIS process that excluded any alternatives to adding the toll lanes. For example, before deciding to add more lanes to I-270 why not improve the MARC rail service that is PARALLEL to I-270? | Rodolfo Pérez |
| 7/21/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | Widening the Beltway in any form is not a solution to traffic congestion. The solution rather involves focusing on enhancing public transportation. on any given day at any time no matter how many lanes there are, one car or truck crash is all it takes to bring traffic to a standstill and providing more lanes only increases that inevitability. The beltway was NEVER meant to be for commuters. It was intended to BYPASS Washington DC. As such we need better options for commuters other than cars. | Deborah beebe |
| 7/29/2023 | Op Lanes Maryland Phase 1 | News/media | Strongly disagree | The MD expansion of I-495/270 as currently proposed needs to be removed from the region's CLRP, as it is not consistent with TPB's policies. 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. MDOT failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the | Bill Pugh, Coalition for Smarter Growth |

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| | | | | East-West jobs imbalance, along with transit, HOV, telecommuting, and other travel demand management measures. MDOT has also not studied options for congestion pricing and usage fees that do not expand lane capacity and that address equity for lower-income drivers. These other alternatives and issues need to be studied first before the failed project is put back into the CLRP. Various studies (some noted in a review by TPB) show that induced demand is a real issue for express lane projects that increase total lane capacity, likely increasing VMT and GHG emissions. | |
| 8/8/2023 | Op Lanes Maryland Phase 1 | Neighborhood/civic association | Strongly disagree | | |
| 8/14/2023 | MD 355 Bus Rapid Transit | Project webpage | Strongly agree | MD 355 Bus Rapid Transit is a critically important project for mobility on one of Montgomery County's most heavily used bus corridors. It is one of the highest-priority, highest-value projects in the transportation plan, and I urge the COG and county leaders to deliver the service enhancements as soon as possible. | Stewart Mader |
| 8/14/2023 | Brunswick Line | Project webpage | Strongly agree | Increasing service frequency on the Brunswick Line is one of the best ways Montgomery County, Maryland, and regional leaders can take advantage of existing rail infrastructure to provide more high-quality transit service to a variety of communities, including communities that are underserved by transit. | Stewart Mader |
| 9/5/2023 | Addison Road I | Project webpage | Strongly disagree | The project is not consistent with TPB's policy framework. For example, it conflicts with TPB's aspirational initiative to improve walk and bike access to transit. As designed, this project would expand already wide and unsafe roads, making safe access to the Blue Line station even harder | Bill Pugh |

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| | | | | and undermining efforts to create walkable neighborhoods near transit. | |
| 9/5/2023 | Middlebrook Road Extended Widening | Advocacy organization | Strongly disagree | This unnecessary widening project should be removed, especially with the suspension of the M-83 project and its removal from Visualize 2045. The project is not consistent with TPB's policy framework, as it would divert resources from TPB's identified priority strategies and is inconsistent with TPB's policy goal to "Actively encourage mode shift away from less climate-friendly modes like single occupancy vehicles". | Bill Pugh |
| 9/5/2023 | MD 28/MD 198 Corridor Study | Friend/colleague | Strongly disagree | Remove from Visualize 2050. Note that MDOT, when promoting the ICC, considered widening of this road unnecessary because the ICC would be built. The project is not consistent with TPB's policy framework, as it would divert resources from TPB's identified priority strategies and is inconsistent with TPB's policy goal to "Actively encourage mode shift away from less climate-friendly modes like single occupancy vehicles". | Bill Pugh |
| 9/5/2023 | Montrose Parkway | Friend/colleague | Strongly disagree | This proposed 4-lane road would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 BRT. The project is not consistent with TPB's policy framework, as it would divert resources from TPB's identified priority strategies and is inconsistent with TPB's policy goal to "Actively encourage mode shift away from less climate-friendly modes like single occupancy vehicles". | Bill Pugh |
| 9/5/2023 | US 29 Corridor | Friend/colleague | Strongly disagree | Remove from Visualize 2050. The project proposes a \$7 Billion series of grade-separated interchanges that would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops. The project is not consistent with TPB's policy framework. For example, it conflicts with TPB's aspirational initiative to improve walk and bike access to | Bill Pugh |

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| | | | | transit. Also, it would divert resources from TPB's identified priority strategies and is inconsistent with TPB's policy goal to "Actively encourage mode shift away from less climate-friendly modes like single occupancy vehicles". | |
| 9/5/2023 | Bus Rapid Transit: US 29 - Phase 2 | Friend/colleague | Strongly agree | The project supports multiple TPB goals and strategies, including the aspirational initiative to "Expand Bus Rapid Transit and Transitways." | Bill Pugh |
| 9/5/2023 | MD 355 Bus Rapid Transit | Project webpage | Strongly agree | The project supports multiple TPB goals and strategies, including the aspirational initiative to "Expand Bus Rapid Transit and Transitways." | Bill Pugh |
| 9/5/2023 | MD 650 New Hampshire Avenue BRT | Friend/colleague | Strongly agree | The project supports multiple TPB goals and strategies, including the aspirational initiative to "Expand Bus Rapid Transit and Transitways." | Bill Pugh |
| 9/5/2023 | North Bethesda Transitway Bus Rapid Transit (BRT) Project | Friend/colleague | Strongly agree | The project supports multiple TPB goals and strategies, including the aspirational initiative to "Expand Bus Rapid Transit and Transitways." | Bill Pugh |
| 9/5/2023 | Randolph Road Corridor Bus Rapid Transit (BRT) Project | Friend/colleague | Strongly agree | The project supports multiple TPB goals and strategies, including the aspirational initiative to "Expand Bus Rapid Transit and Transitways." | Bill Pugh |
| 9/5/2023 | Veirs Mill Bus Rapid Transit | Friend/colleague | Strongly agree | The project supports multiple TPB goals and strategies, including the aspirational initiative to "Expand Bus Rapid Transit and Transitways." | Bill Pugh |
| 9/5/2023 | MARC Improvements | Project webpage | Strongly agree | The project provides necessary improvements for the overall safety and quality of MARC. It supports multiple TPB goals and strategies. | Bill Pugh |
| 9/18/2023 | MD 355 Bus Rapid Transit | Project webpage | Strongly agree | 355 as it is now is unpleasant and ineffective at transporting drivers, pedestrians, and cyclists. Having BRT that doesn't get stuck in the same traffic as private vehicles during rush hour would be an amazing option for people to travel through | |

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| | | | | the county without having to suffer through/contribute to traffic. | |
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Table 4. Maryland Project Suggestions

| Date | Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)? | Name |
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| 6/13/2023 | More transit of every kind should be included instead of roads. | |
| 6/14/2023 | Create a countywide package of walking, biking, and safety improvements. Nearly all state roads should be made safe for biking, which means a bike lane protected and separated from the road. This includes Goldsboro Rd, River Rd, and Connecticut Avenue. Build sidewalks where possible. People need should be able to walk along state roads safely. Build cross-walks along population centers, every 100 meters. | Brian Robinson |
| 6/14/2023 | We need a connected bicycle network (separated bike lanes) throughout Montgomery County and Prince George's county. | Ethan Goffman |
| 6/14/2023 | All current freeways should have half their lane miles converted into rail and BRT dedicated right of way. We need to make the state more and more accessible, and the easiest way is to re allocate, mile by mile, the area we are already using inefficiently to move one person in one car to become mass transit moving many people with much less space and energy. | Jacob Allen Barker |
| 6/14/2023 | I'd like to see protect bikes lanes along the length of RT 355, CT Ave, Georgia Ave, NH Ave, Randolph Rd, Viers Mill Rd, and other major north-south and east-west major roads in Montgomery County. Bike lanes can save lives and encourage more people to use this health, inexpensive and eco-friendly transportation option. | Andrea Cimino |
| 6/14/2023 | ICC extension to Baltimore Washington Parkway to redesignate as 495 | Steve Warner |
| 6/14/2023 | Maryland and Virginia have dispersed residences and jobs. It is difficult to successfully serve with big buses and rail. Cochabamba, Bolivia, is also sprawled across a very big valley. There, they accomplish inexpensive, frequent, reliable, and dense public transit by tailoring the size of the vehicle (big buses, half-size buses, passenger vans, and sedans) to the popularity of the bus route. Most vehicles on the roads are public transit vehicles. Transfers are easy because the public transit vehicles are very frequent and pickup locations are well marked with the routes and schedules. When I was there I never had to walk more than a block to go anywhere in the valley. Cochabamba has limited means; yet if they can serve their population well with public transit, we can, as well. I don't think the expense of, and delays caused by, collecting fares are worthwhile. We need to encourage ridership and efficient trips. Taxpayer costs for subsidizing fares will more than offset larger public health gains by reducing pollution, and lower burdens on road | Roselie Bright |

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| | infrastructure by reducing the numbers of vehicles on the roads. Some of the dollars saved from repaving projects could be redirected to adding more bus shelters. We need to get our residents of all ages to see private vehicles as more of a nuisance and expense than they are worth. | |
| 6/14/2023 | Please finish the Purple Line! Thank You! | Nic Kotschoubey |
| 6/19/2023 | Countywide package of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops | Alex Demarais |
| 6/19/2023 | Packages of Metro, MARC and BRT station access improvements for walking, biking, local street connectivity and safe | |
| 6/24/2023 | a light rail line from the end of the Red line metro to at least Frederick, could possibly be linked to the purple line | Bob R |
| 6/25/2023 | Get the speeding, racing, threatening, treacherous, law ignoring idiots off the roads so they stop killing decent people. Give the police and legal system power to prosecute. | Mary |
| 6/25/2023 | Road diets for safety. On arterial highways with narrow sidewalks located at the curb, the motor vehicle lane adjoining the sidewalk must be removed for safety reasons, as was recently done on Old Georgetown Road (MD187). Highways needing this treatment include US29 from White Oak south, Georgia Avenue from Bel Pre Road south, University Blvd, MD355 in Gaithersburg, parts of Connecticut Ave, etc. | |
| 6/25/2023 | Please shift funding from road-building to making the ones we have safer for everyone, that is, for pedestrians and cyclists as well as for cars, and to transit projects that support transit-oriented communities with safe, convenient walking and biking access to that transit. We can't afford to go another 25 years making the same mistakes that have led us to the current degraded environment and climate crisis. | Anne Ambler |
| 6/26/2023 | Light rail that runs on the entire capital beltway loop. More bike lanes. More Bus Rapid Transit. No road expansions and no toll lanes. More dedicated bus lanes. More frequent, better, sustainable, and reliable public transit options. We need to aggressively put in more and more diverse public transit options and actively work to decrease cars. | |
| 6/26/2023 | Countywide package of walking and biking safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops. | Shannon Shea |
| 6/27/2023 | Promote growth around metro stops to increase density in areas that can support it and have substantial access to public transportation. The white flint mall has sat vacant for years now despite taking up a ton of space right near a metro stop. This region, and the metro owned land adjacent to the North Bethesda stop should be prioritized for high density growth to promote the area. Proximity to the metro with easy access to Rockville, Bethesda, and DC should make this area highly desirable, and the longer these spaces remain unused the more we continue to lack substantial housing supply for those who need it | Jacob Goldberg |
| 6/27/2023 | Op Lanes Maryland | Gail Landy |
| 6/28/2023 | Just eliminate projects that simply encourage more vehicles on the road. Light rail should be the only alternative. | John Fay |

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| 6/28/2023 | North Bethesda Transitway BRT, Randolph Road Corridor BRT, Veirs Mill BRT, packages of access improvements for walking and biking at Metro, MARC and BRT stations, and walking, biking and safety improvements in older neighborhoods lacking safe ways to walk, bike and access bus stops | Brian Ditzler |
| 6/29/2023 | YES! I visualize 2050 as a year by which we will have a functioning Purple Line, a thriving MARC, WMATA, and express buses all ferrying folks to and fro efficiently, and creative solutions to auto traffic (reversible lanes, high tolls to pay for lane maintenance to further disincentivize private auto highway use, and charges for commercial trucking, etc). My real dream would be an elevated train circling the Beltway and making all the exit stops, where folks could connect with a fuel-efficient or electrified fleet of buses to take them to their destination. | Nan Wellins |
| 6/29/2023 | WMATA bus priority projects such as Silver Hill Rd, Morgan Blvd Metro complete streets, Prince George's county packages of Metro, MARC and bus transfer station access improvements for walking, biking, local street connectivity and safety, Prince George's County-wide package of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops | Brendan Wray |
| 6/30/2023 | ALL BRT proposals must be incorporated into a workable network across the region. This is the only way to provide workers a way of commuting in a reasonable amount of time and cost. | Patty McGrath |
| 6/30/2023 | We need a complete overhaul of bus service making it QUICK and cost effective. Here are some of the BRT proposals for Maryland which I fully support: Bus Rapid Transit US 29 MD 355 Bus Rapid Transit MD 650 New Hampshire Avenue BRT North Bethesda Transitway Bus Rapid Transit (BRT) Project Randolph Road Corridor Bus Rapid Transit (BRT) Project Veirs Mill Bus Rapid Transit | Patty McGrath |
| 6/30/2023 | Countywide package of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops | Frances Stewart |
| 6/30/2023 | On 270 - more well designed, public transit, rapid rail, monorail. | sylvia diss |
| 6/30/2023 | More transit is needed | nanci wilkinson |
| 7/1/2023 | Extend metro stations all the way to Frederick, or build high speed rail between Frederick and metro stations. | |
| 7/5/2023 | - Packages of Metro, MARC and BRT station access improvements for walking, biking, local street connectivity and safety - Countywide package of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops | |
| 7/9/2023 | RED LINE IN BALTIMORE, MORE MARC TRAINS FROM NORTH AND SOUTH OF DC, MORE BIKE AND PEDESTRIAN ACCESS, SUPPORT MORE TELEWORKING, SUPORT MASS TRANSIT GENERALLY | Robert Soreng |
| 7/10/2023 | Please consider widening 270 at the existing 2 -lane bottle neck before burdening businesses and residents with tolls benefitting only third-parties. | Karen Olk |
| 7/11/2023 | Provide a transit connection to the Baltimore Washington International Airport. We used to have a Metro Bus. We need to be able to reach an important airport via public transit. | |
| 7/20/2023 | Large investment in sustainable and equitable transportation! Link here. | Jeanine Gould-Kostka |

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| 7/20/2023 | All day MARC service to improve the I-270 corridor mobility | Rodolfo Pérez |
| 9/5/2023 | Keep out of Visualize 2050 the proposed I-495/Medical Center interchange project in Prince George's County near Downtown Largo Metro. The project would expand the interchange and undermine efforts to foster a safe, local street grid that allows walking, biking and transit access in the Downtown Largo neighborhood. The project is not consistent with TPB's policy framework. For example, it conflicts with TPB's aspirational initiative to improve walk and bike access to transit. | Bill Pugh |
| 9/5/2023 | Packages of Metrorail, MARC, Purple Line, and BRT station access improvements for walking, biking, local street connectivity and safety. | Bill Pugh |
| 9/13/2023 | Rapid transit network in Montgomery and PG County | Mostafa EINHass |
| 9/16/2023 | MARC Train ROW acquisition from Freight rail | Mostafa ELNahass |
| 9/16/2023 | MARC train electrification | Mostafa EINHass |

Table 5. Virginia Project Comment

| | Project | How did you learn about this project? | I support this project's inclusion in Visualize 2050? | Explain why you support/do not support the project's inclusion in the Visualize 2050. You can also share other comments about the project's inclusion in the plan. | Name |
|-----------|-------------------------------|---------------------------------------|---|--|----------------|
| 2/27/2023 | Arcola Boulevard Improvements | Friend/colleague | Neutral | | |
| 2/27/2023 | I-66 Improvements | | Strongly disagree | The Transform I-66 Megaprojects--both outside and inside the Beltway--have largely been completed. If there are a few remaining elements from those projects that VDOT wants to retain in Visualize 2050, those elements should be resubmitted as separate, clearly described projects. Also, any additional widening of I-66 inside the Beltway should be clearly tied to a firm commitment by VDOT to toll I-66 in both directions, either during the eight peak weekday commuting hours or ideally 24/7. Finally, VDOT should reconfigure its tolling | Allen Muchnick |

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| | | | | system inside the Beltway to reduce the tolls to zero whenever that segment would be free-flowing at 55 MPH. | |
| 3/3/2023 | I-66 Improvements (CE1956: I-66 and US 29 Interchange, Widen and Construct US 29 and VA 55) | Project webpage (The project map depicts downtown DC.) | Strongly disagree | I believe the \$255 Million project described at I-66 and Rte 29 in Gainesville has been completed. Any incomplete or future elements should be resubmitted as a separate new project. | |
| 3/3/2023 | Grant Avenue Road Diet | | Neutral | This project is largely, if not entirely, funded and about to go to construction. If any element is not fully funded for construction, it should be resubmitted as a new, separate, re-scoped project. This project would not expand roadway capacity. | Allen Muchnick |

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| 3/13/2023 | VA 123 Widening (Fairfax) | Advocacy organization | Strongly disagree | Any lane widening plan is doomed to failure from the start. The last thing needed is an extra lane for such useless endeavors. Especially when it makes the commute worse by creating an induced demand of vehicles thus creating more traffic than necessary. Northern Virginia is already polluted with enough cars and enough traffic, the last thing we need is a wider lane just for more traffic to congest it all over again. Northern Virginia requires more bike lanes, more train lines, more anything else but highway/freeway/route lane expansions. We NEED less traffic and less people in cars not more people in cars and more congestion on our roads. | |
| 3/14/2023 | VA 7, Widen, any road widening | | Strongly disagree | adding additional general road travel lanes increases miles driven through induced demand. this is incompatible with making the Washington area reduce its carbon foot print and should be strongly discouraged to not make the climate problem worse | Steve Wardell |
| 3/15/2023 | VA 28 Widening, General Comment - stop widening roads. This induces more driving over time, increasing emissions and hurting the region's climate goals. | | Strongly disagree | There are far too many roadway widening projects in this plan. Widening roadways induces additional driving over time, increasing emissions and moving the region further from its stated climate goals. The majority of funding should be spent on maintaining existing infrastructure and expanding climate-friendly modes of travel: public transportation and active transportation like biking and walking. Continuing to spend the majority of money on roadway widening is climate arson. | |

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| 3/15/2023 | Duke Street BRT Design & Construction | Project webpage, i live in the Duke St corridor | Strongly agree | BRT projects like the one on Duke St are beneficial to climate and enable more people to travel without relying on cars. Transit and bike/ped projects like this should receive the vast majority of funding | Alex Goyette |
| 3/16/2023 | Richmond Highway Corridor Improvements | Fairfax County Alert | Strongly agree | | |
| 3/22/2023 | Route 1 Improvements, CE2161 | Project webpage | Disagree | Remove widening VA 123 to 6 lanes from Annapolis Way to US 1 (VP10g) from the project. Less than 20000 AADT does not warrant the high priority highway expansion. Developer can improve roadway as needed. | Mark Scheufler |

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| 3/22/2023 | Rippon Boulevard Extension | Project webpage | Strongly agree | Update Project Description to future scope | Mark Scheufler |
| 3/22/2023 | Wellington Road Improvements | Project webpage | Neutral | CE3695 - Update Project Description to future scope/Combine with CE2145 | Mark Scheufler |
| 3/22/2023 | Route 1 Improvements | Project webpage | Neutral | CE1942 - Update Project Description to future scope [Align with High Capacity Transit] | Mark Scheufler |

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| 3/22/2023 | Route 1 Improvements | Project webpage | Neutral | CE2685 - Remove/Consolidate/Update Project Description to future scope [Align with High Capacity Transit] | Mark Scheufler |
| 3/22/2023 | Route 1 Improvements | Project webpage | Disagree | CE3180 - Update Project Description to future scope [Align with High Capacity Transit] - Project is restricted due to I-95 Express Lane Concessionaire Agreement https://p3.virginia.gov/docs/95-395_Third_ARCA_executed/95-395_Third_ARCA_(Executed).pdf | Mark Scheufler |
| 3/22/2023 | Catharpin Road, Widening | Project webpage | Disagree | Local Project. Project should be funded by developer/proffer as needed | Mark Scheufler |

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| 3/22/2023 | McGraws Corner Drive | Project webpage | Disagree | Local Project. Project should be funded by developer/proffer as needed | Mark Scheufler |
| 3/22/2023 | Vint Hill Road Improvements | Project webpage | Disagree | Local Project. Project should be funded by developer/proffer as needed | Mark Scheufler |
| 3/22/2023 | John Marshall Widening | | Disagree | CE3694 - Local Project. Project should be funded by developer/proffer as needed | Mark Scheufler |

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| 3/22/2023 | Dale City Parkway Node New Through Boulevard | Project webpage | Disagree | Local Project. Project should be funded by developer/proffer as needed | Mark Scheufler |
| 3/22/2023 | Battlefield Park Bypass Project | Project webpage | Strongly disagree | Recommend Route 29 Alternate Alignment | Mark Scheufler |
| 3/22/2023 | US 15 Improvements | | Neutral | CE3162 - Combine with CE1803 | Mark Scheufler |

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| 4/25/2023 | US 15 Improvements | Project webpage | Strongly agree | I'm assuming this is the project to widen US 15 and build a railroad overpass near the Town of Haymarket (CE1803). If not, please file these comments under that project. This is a badly overdue project that causes both congestion and safety issues to this day. Traffic on this stretch of US 15 has grown significantly over the last 10 years and it not only serves as a 2-lane bottleneck on a 4-lane road, but also a high-risk area due to the at-grade railroad crossing. This project would go a long way in lessening both congestion and injuries/fatalities. | |
| 4/25/2023 | John Marshall Widening | Project webpage | Strongly agree | | |
| 5/30/2023 | Rte 7 Corridor Improvements - Phase 2 | | Agree | The Sierra Club Virginia Chapter asks that the Transportation Planning Board create a Visualize 2050 plan that reflects the goals of regional, state and local planners, and the desires of residents. For example: <ul style="list-style-type: none"> • The Metropolitan Washington Council of Governments acknowledges that in order to meet its goal of a 50 percent reduction in GHG emissions below 2005 levels, an unprecedented set of collaborative actions is needed. • The TPB's climate study showed that the region must shift far more trips to sustainable modes and create compact walkable communities - in addition to adopting electric vehicles - to meet its climate target. The climate study also showed that this is feasible but it requires urgent action starting this decade. TPB's Climate Change Mitigation Study found that the region must reduce per capita vehicle miles traveled of passenger cars by 20% by 2030 relative to pre-pandemic levels in addition to rapidly adopting electric vehicles to meet the COG climate target. • Virginia's Transportation Plan | |

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| | | | | <p>(VTrans) includes objectives to reduce per-capita vehicle miles traveled, reduce transportation-related NOX, VOC, PM, and CO emissions, and increase the number of trips traveled by active transportation (bicycling and walking.)</p> <ul style="list-style-type: none"> • Local efforts in Virginia are underway to reduce parking requirement minimums, which necessitates more multimodal transit to move people, rather than more lanes to move cars. • Families and individuals desire safe ways to get to shopping, recreation and other destinations without constantly having to pile into a car. <p>Highway expansion projects are the future we are trying to avoid. Route 7 BRT is one example of a project that meets the region's goals, as well as the needs of residents. However, the projects submitted by the member jurisdictions and agencies are too weighted toward road expansion, and do not integrate transit improvements or bicycling and pedestrian connections sufficiently. For example, improvements on Routes 50, 29, 123 and other arterial roads in Fairfax County should provide dedicated bus lines and BRT.</p> | |
| 5/30/2023 | Duke Street BRT Design & Construction | Advocacy organization | Strongly agree | | |
| 5/30/2023 | Duke Street BRT Design & Construction | Friend/colleague | Strongly agree | <p>In their final report to City Council, the DSIM Advisory Group stated that "The long-term plan for the corridor should include center running bus lanes for the entirety of Duke Street with separate spaces for pedestrians and cyclists." I am fully supportive of this recommendation. History shows that transit investments pay off and that, where built, high-quality transit improves equity.</p> | Jonathan Krall |

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| 5/30/2023 | Alexandria 4th Track (Any project that improves VRE) | Friend/colleague | Strongly agree | I want to more easily travel in Virginia by rail. Driving a car is boring and dangerous (a deadly combination) . I am not getting any younger and don't want to become a shut-in in my home because I am no longer willing to drive a car. | Jonathan Krall |
| 5/30/2023 | DASH Service Expansion | Advocacy organization | Strongly agree | Expanding the DASH fleet is foundational to improving frequency of service. Increased frequencies have been proven in Alexandria and elsewhere to increase ridership. | JAMES DURHAM |
| 5/30/2023 | Duke Street BRT Design & Construction | Project webpage | Strongly agree | Designing and building the Duke Street BRT is the most important transportation project in Alexandria for the next decade. BRT infrastructure will improve safety, travel time and reliability for both local (DASH) bus service as well as regional (Metrobus) service that includes the Duke Street corridor. | JAMES DURHAM |
| 5/30/2023 | Duke Street BRT Design & Construction | Friend/colleague | Strongly agree | Important for safety and other improvements on Duke Street | Bonnie ODay |
| 5/30/2023 | DASH Service Expansion | Advocacy organization | Strongly agree | Need better bus service to encourage people not to drive | Bonnie ODay |
| 5/30/2023 | Duke Street BRT Design & Construction | Friend/colleague | Strongly agree | Providing more transit and pedestrian options will improve equity in the community, reduce travel times, help the environment, and increase safety for all users. | Dane Lauritzen |
| 5/31/2023 | Duke Street BRT Design & Construction | Project webpage | Strongly agree | Duke Street is Alexandria's primary east-west corridor and is expected to serve as a site for much of the city's development over the next few decades. Implementing high quality BRT is crucial to ensuring that Alexandrians and other Virginians can move to and through the City safely, efficiently, and sustainably | |

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| 5/31/2023 | DASH Service Expansion | Advocacy organization | Strongly agree | DASH service expansion will build on the success of Alexandria's bus service, which is critical sustainable transportation infrastructure in the region | |
| 5/31/2023 | Croson Lane widening | projects listed here | Strongly disagree | road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson | |
| 5/31/2023 | Devlin Road Widening | | Strongly disagree | road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson | |
| 5/31/2023 | Landmark Transit Center | | Strongly agree | | |
| 5/31/2023 | Landmark Transit Center | | Strongly agree | | |
| 5/31/2023 | Lee Highway Widening | | Strongly disagree | road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson | |
| 5/31/2023 | Liberia Avenue widening | | Strongly disagree | road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. | |

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| | | | | road widening is fiscally irresponsible and at this point is basically climate arson | |
| 5/31/2023 | Grant Avenue Road Diet | | Strongly agree | | |
| 5/31/2023 | Loudoun County Parkway Widening (Shellhorn Road to Ryan Road) | | Strongly disagree | road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson | |
| 5/31/2023 | Magarity Road Widening | | Strongly disagree | road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson | |
| 5/31/2023 | Rolling Road widening project | | Strongly disagree | road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson | |
| 5/31/2023 | Route 15 North Widening | | Strongly disagree | road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson | |
| 5/31/2023 | US 29 Widening Project (ECL City of | | Strongly disagree | road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, | |

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| | Fairfax (vic. Nutley St.) to Capital Beltway) | | | but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson | |
| 5/31/2023 | West End Transitway | | Strongly agree | | |
| 5/31/2023 | VA 123 Widening (Fairfax) | | Strongly disagree | road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson | |
| 5/31/2023 | VA 123 Widening (Prince William) | | Strongly disagree | road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson | |
| 5/31/2023 | US 1 Bus Rapid Transit | | Strongly agree | | |
| 5/31/2023 | VRE L'Enfant Station and 4th Track | | Strongly agree | | |
| 5/31/2023 | Washington Boulevard Widening | | Strongly disagree | road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson | |
| 5/31/2023 | VRE Service Improvements (Reduce Headways) | | Strongly agree | | |

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| 6/14/2023 | Long Bridge VA - DC | News/media | Strongly agree | | |
| 6/14/2023 | US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway) (Any project that involves widening roadways for increasing SOV capacity or reducing traffic) | Project webpage | Strongly disagree | Fairfax County and the greater region need to stop widening roads for congestion relief. Solutions to traffic are not solved with widening. Other ideas such as transit, active transportation infrastructure, and providing alternative routes by creating new streets and grids of streets creates a more sustainable and resilient system. Stop wasting money and degrading the environment. | JoAnne Fiebe |
| 6/14/2023 | Alexandria 4th Track | Advocacy organization | Strongly agree | | |
| 6/14/2023 | Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance | Advocacy organization | Strongly agree | | |
| 6/14/2023 | Arkendale to Powells Creek Third Track Project and Potomac Shores Station | Advocacy organization | Strongly agree | | |
| 6/14/2023 | DASH Service Expansion | Advocacy organization | Strongly agree | | |
| 6/14/2023 | DASH Service Expansion | Advocacy organization | Strongly agree | | |
| 6/14/2023 | Duke Street BRT Design & Construction | Advocacy organization | Strongly agree | | |
| 6/14/2023 | Franconia to Occoquan 3rd Track Project | Advocacy organization | Strongly agree | | |
| 6/14/2023 | Herndon Metrorail Intermodal Access Improvements | Advocacy organization | Strongly agree | | |
| 6/14/2023 | Herndon Metrorail Intermodal Access | Advocacy organization | Strongly agree | | |

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| | Improvements - Phase II | | | | |
| 6/14/2023 | Landmark Transit Center | Advocacy organization | Strongly agree | | |
| 6/14/2023 | Long Bridge VA - DC | Advocacy organization | Strongly agree | Improved passenger rail service over long bridge is long overdue. This needs to be a priority for the region. | |
| 6/14/2023 | Multimodal Bridge to Van Dorn Metro Station | Advocacy organization | Strongly agree | | |
| 6/14/2023 | Long Bridge VA - DC | Advocacy organization | Strongly agree | I am most interested in the bike-pedestrian bridge to be connected between Long Bridge Park and East and West Potomac Parks. We need more ways to get safely between MD and Virginia on foot and by bicycle. It would allow for recreation, commuting, and economic opportunities, as Marylanders could bike to dinner in VA, and vice versa. | Brian Robinson |
| 6/14/2023 | Long Bridge VA - DC | Advocacy organization | Strongly agree | This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link | George Hite |
| 6/14/2023 | Route 1 Metroway Extension (Alexandria) | Advocacy organization | Strongly agree | | |
| 6/14/2023 | US 1 Bus Rapid Transit | Advocacy organization | Strongly agree | | |
| 6/14/2023 | West End Transitway | Advocacy organization | Strongly agree | | |
| 6/14/2023 | Long Bridge VA - DC | News/media | Strongly agree | Strong agree with inclusion of the new bridge to add 2 new tracks to the Long Bridge railway crossing of the Potomac. This should be of the utmost priority. If there is a funding question, I would suggest adding congestion toll pricing to I395 inside the beltway. | Paul Brown |
| 6/14/2023 | Battlefield Park Bypass Project | Advocacy organization | Strongly disagree | Multiple planning documents, combatting climate change, and building humane-focused live-able cities, all call for discouraging sprawl and auto- | |

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| | | | | centric roadways. We should be promoting transit which is a mode that all can use, not just driving, which only the able-bodied who can afford cars can use. Widening and building new roadways should not be added to Visualize 2050 and replaced by public transit projects instead. | |
| 6/14/2023 | New Guinea Road, Construct | Advocacy organization | Strongly disagree | Multiple planning documents, combatting climate change, and building humane-focused live-able cities, all call for discouraging sprawl and auto-centric roadways. We should be promoting transit which is a mode that all can use, not just driving, which only the able-bodied who can afford cars can use. Widening and building new roadways should not be added to Visualize 2050 and replaced by public transit projects instead. | |
| 6/14/2023 | VA 7 (Second Potomac River Metrorail crossing) | News/media | Strongly agree | To promote sustainable development and transport and redevelop auto-centric strip malls, we need to expand metro. Metro has three lines running under Rosslyn to Downtown DC and one can be separated out to run on a new route to downtown - ideally via Rte 7 from Tysons to Alexandria/Pentagon and then crossing into DC. A new metro crossing would help metro be more competitive with the auto and decongest the Rosslyn River crossing. | |
| 6/14/2023 | Boone Blvd Extension | Advocacy organization | Strongly disagree | We do not need more roads to solve the issue of too many cars/traffic. There should be more dedicated alternative methods of getting people around. Such as bike lanes instead to help people move around without needing a car. More revenue can be generated from bike rental stations and/or scooter stations such as those found in DC. | |
| 6/14/2023 | Braddock Rd Improvements (Fairfax County Pkwy to Rte 123/Ox Road) | Advocacy organization | Strongly disagree | This plan should be removed. Instead build infrastructure for alternative ways to move people around such as bike lanes, dedicated bus-only lanes, or even trains running through the median. | |
| 6/14/2023 | DASH Service Expansion | Advocacy organization | Strongly agree | This is a great way to reduce traffic, give people alternative ways to get around. | |

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| 6/14/2023 | Eisenhower Valley Access and Circulation Improvements | Advocacy organization | Strongly disagree | Remove this plan. It's already congested enough, adding more lanes will add more cars. With Eisenhower Ave being so close to the metro, there is a unique opportunity to increase funding to maintain, improve service, and expand our transit network. Widening roads divides neighborhoods, makes it more dangerous for people to walk, and ultimately disrupts communities as they are more disconnected. | Andy |
| 6/14/2023 | Fairfax County Parkway Improvements | News/media | Strongly disagree | Remove this plan. Widening roads will only bring more cars, congestion, pollution and division of northern virginia communities. There should be an increase funding to maintain, improve service, and expand our transit network. A transit system running up and down fairfax county parkway would alleviate a lot of traffic, lessen car dependency, increase a sense of community, make streets safer and save people a lot of time not stuck in terrible polluting traffic. | Andy |
| 6/14/2023 | Herndon Metrorail Intermodal Access Improvements | Friend/colleague | Agree | While I support it, there should not be any road widenings which would increase congestion. Focus on more bike lanes and providing alternative mdoes of people getting across such as bus-only lanes. You can also build bike-rental and scooter rental stations. | Andy |
| 6/14/2023 | Landmark Transit Center | Advocacy organization | Strongly agree | A dedicated transit center sounds great. There should be constructed bike lanes to help people get around in other methods. We need to increase access to jobs by transit, and address regional equity | Andy |
| 6/14/2023 | Lee Highway Widening | Advocacy organization | Strongly disagree | This should be cancelled. This would leave most people stuck in traffic, destroy more nature. This plan failed to examine more effective alternatives that begin with transit-oriented development. There needs to be more alternatives than having to own a car! | Andy |

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| 6/14/2023 | Long Bridge VA - DC | | Strongly agree | This is a great project to increase transit efficiency, and help people move around without needing a car. This is a great shift of funding from wasteful highway and road expansion projects to alternative methods of moving around (walking, biking, transit). | |
| 6/14/2023 | Route 1 Improvements | | Strongly disagree | This should be canceled. Widening roads will not solve congestion or traffic. Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change. | |
| 6/14/2023 | Shirley Gate Road Improvements | Advocacy organization | Strongly disagree | Adding more roads will only increase more cars on the road, leading to more congestion, people stuck in traffic, unsafer roads and pollution. The alternative is to support packages of local street and transit projects that support transit-oriented communities with safe, convenient walking and biking access and new mixed-use development close to Metro, rail and bus rapid transit stations | |
| 6/14/2023 | VA 28 Widening | Advocacy organization | Strongly disagree | Adding more roads will simply induce people to drive more, it will lead to more congestion, more pollution, more time stuck in traffic and unsafer highways. Shift funding from wasteful highway and road expansion projects to redesigning arterial roads to make them safer for walking, biking, transit. Create transit-oriented development! | |
| 6/14/2023 | VA 123 Widening (Fairfax) | Advocacy organization | Strongly disagree | Cancel this. Adding more lanes/widening will not solve the problem. It will create more congestion, unsafer roads, more people stuck in traffic, money wasted. Shift funding from wasteful highway and road expansion projects to redesigning arterial roads to make them safer for walking, biking, transit. | |
| 6/14/2023 | Battlefield Park Bypass Project | Friend/colleague | Strongly disagree | This should be removed. Adding more roads will only increase traffic, congestion, and separate communities. Manassas is severely lacking transit options, preventing people from moving to where | |

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| | | | | they need to, find jobs in new cities. Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change | |
| 6/14/2023 | Dulles Airport Access Road Project | Friend/colleague | Strongly disagree | This plan should be removed. Shift funding from wasteful highway and road expansion projects to redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change. We should invest in more transit-oriented development and providing an alternative to driving! Build more train tracks, more dedicated bike lanes, trams, trolleys, etc. People should be able to move around without needing a car. Stop wasting our tax money on roads we can't use unless we buy a car. | |
| 6/14/2023 | New Guinea Road, Construct | Friend/colleague | Strongly disagree | Adding more lanes to the road will make them less safe in our community! Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change. We should invest in dedicated bike lanes in the beautiful new guinea road so people can get around without needing a car! | |
| 6/14/2023 | Reston Parkway Improvements | Friend/colleague | Strongly disagree | Cancel this plan. Widening roads will only create more congestion, traffic, create less safe streets, and separate our community. Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change. Create dedicated, safe bike lanes instead, or bus-only lanes, or bus-rapid transit system. | |
| 6/14/2023 | Telegraph Road widening | Neighborhood/civic association | Strongly disagree | This plan should be scrapped. Widening roads only leads to induced demand. There will be more congestion, more unsafe streets for our kids, more | |

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| | | | | pollution, and more people stuck in traffic. Increase funding to maintain, improve service, and expand our transit network Support packages of local street and transit projects that support transit-oriented communities with safe, convenient walking and biking access and new mixed-use development close to Metro, rail and bus rapid transit stations | |
| 6/14/2023 | Frying Pan Road Widening | Advocacy organization | Strongly disagree | We cannot widen our way out of traffic. Putting more space for cars is antithetical to mitigating climate change. Stop that right now. | Kripa Patwardhan |
| 6/14/2023 | Rolling Road widening project | Advocacy organization | Strongly disagree | Stop widening roads! This is antithetical to combatting climate change. What we need is LESS space for cars. | Kripa Patwardhan |
| 6/14/2023 | Long Bridge VA - DC | Advocacy organization | Strongly agree | This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link. | Nic Kotschoubey |
| 6/14/2023 | Long Bridge VA - DC | Advocacy organization | Strongly agree | Helps with commuting, long-distance travel, freight, pedestrian and bicycle travel. | |
| 6/15/2023 | Long Bridge VA - DC | | Strongly agree | This is a crucial project to improve rail passenger service on the East Coast. It will also add iconic new pedestrian and bicycle facilities. | |
| 6/15/2023 | Alexandria 4th Track | Advocacy organization | Strongly agree | | B. Morrow |
| 6/15/2023 | DASH Service Expansion | Neighborhood/civic association | Strongly agree | | B. Morrow |
| 6/15/2023 | Duke Street BRT Design & Construction | Project webpage | Strongly agree | | B. Morrow |
| 6/15/2023 | Long Bridge VA - DC | Advocacy organization | Strongly agree | It is the most critical project to improve mobility between VA and DC. | John Burke |
| 6/15/2023 | Soapstone Drive Connector | News/media | Strongly agree | Soapstone Drive Connector will help create an additional option to cross the Dulles Toll Road, connect North and South Reston, and support transit-oriented development. | |
| 6/15/2023 | I-95 Express Lane Extension to Fredericksburg | News/media | Strongly agree | Traffic is really bad on I-95. The express lanes work wonderfully. It would be great to see this expanded further. | |

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| 6/15/2023 | Greensboro Drive Extension | Project webpage | Agree | Need to continue to create more of a grid of roads in Tysons. | |
| 6/15/2023 | Rte 7 Corridor Improvements - Phase 2 | Project webpage | Strongly agree | Need to complete the Route 7 expansion project - it has been ongoing for years and needs to be complete. Capacity is needed and addition of bike/ped path, better bus stops, and sound walls are great. | |
| 6/15/2023 | Dulles Airport Access Road Project | | Strongly disagree | I have never seen the Dulles Airport Access Road congested, and it is unconscionable that the Airports Authority would use toll road funds to widen the access road that is only for airport users who pay nothing. The Airports Authority has dramatically increased tolls over the past years, has stopped transit buses from using the Airport Access Road, and now wants to make this inaccessible road for commuters even wider, likely using the tolls we pay. No, this is not right. The only way the Airport Access Road should be allowed to be widened is if it is converted to be like the Express Lanes and allow HOV-3 to use these lanes for free. This should be made part of the Express Lanes network with HOV-3 able to bypass the main toll plaza. Give commuters more options by expanding express bus services and helping to encourage carpooling as well. | |
| 6/16/2023 | Long Bridge VA - DC | Friend/colleague | Strongly agree | This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link. | |
| 6/17/2023 | Dulles Toll Road Expansion | News/media | Strongly disagree | These outdated proposals are unnecessary and would undermine the region's major investment in the Silver Line | Ram V |
| 6/17/2023 | Battlefield Park Bypass Project | News/media | Strongly disagree | This will encourage even more high-speed and dangerous traffic while cutting down more forests and undermining the county's vision for walkable, bikeable and transit-friendly communities | Ram V |

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| 6/17/2023 | Sudley Road 3rd Lane, NB | News/media | Strongly disagree | This will increase traffic and cut down residential and wooded areas | Ram V |
| 6/17/2023 | Rte. 28 Bypass | News/media | Strongly disagree | increases traffic, better projects in the area to focus on | Ram V |
| 6/17/2023 | I-66 Improvements (FABB recommendations) | Advocacy organization | Strongly agree | Would like to see bike lane improvements A package of protected bike lanes as part of a region-wide bike lane and trail network. Shared-use side paths to complete bike network connections where on-road bike lanes cannot be installed. Pedestrian- and bicyclist-scale lighting along bike lanes, trails, and shared-use paths. Provisions (personnel, equipment, and funding) for long-term bike lane and trail maintenance, to include snow removal and regular sweeping. Package of intersection treatments (bicycle boxes, stop bars, lead signal indicators) to accompany new protected bike lanes. New and repaved roadways should include paved shoulders where bike lanes are not possible. Near term proposal for I-66 Trail (start immediately): Landscaping to separate trail from roadway and block noise and debris plus tree planting to provide shade. Medium term proposal: Install solar panel trail covers, where practical (I-66 and other trails abutting major highways) to provide power, shade, and rain protection | Matthew Henry |
| 6/18/2023 | Long Bridge VA - DC | Advocacy organization | Strongly agree | This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link. | Brian Lutenegger |
| 6/18/2023 | Rte 7 Corridor Improvements - Phase 2 (Route 7 Bus Rapid Transit (BRT) project) | Advocacy organization | Strongly agree | The planned Route 7 Bus Rapid Transit project will significantly improve travel on Northern Virginia's second busiest bus corridor and support plans for walkable transit-friendly activity centers. But Fairfax County is saying they don't want to do it until years from now after Route 1 BRT is complete. | Brian Lutenegger |

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| 6/19/2023 | Long Bridge VA - DC | Advocacy organization (News Media) | Strongly agree | This project will provide an important new pedestrian and bicycle link. | Steven Ward |
| 6/19/2023 | Dulles Airport Access Road Project | Advocacy organization | Strongly disagree | Outdated proposals that is unnecessary would undermine the region's major investment in the Silver Line. Money would be better used for improving bike-ped facilities in Herndon, Reston, Vienna, and McLean. | Steven Ward |
| 6/19/2023 | Dulles Toll Road Collector | Advocacy organization | Strongly disagree | Outdated proposals that is unnecessary would undermine the region's major investment in the Silver Line. Money would be better used for improving bike-ped facilities in Herndon, Reston, Vienna, and McLean. | Steven Ward |
| 6/19/2023 | Magarity Road Widening | Advocacy organization | Strongly disagree | Project encourages even more high-speed and dangerous traffic while undermining the county's vision for walkable, bikeable and transit-friendly communities | Steven Ward |
| 6/19/2023 | Dulles Toll Road Expansion | News/media | Strongly disagree | Metro just opened a silver line to the airport. We need to move people out of cars into more environmentally friendly ways of traveling to the airport. Expanding vehicle capacity works against this | Mary Crowe |
| 6/19/2023 | Shirley Gate Road Improvements | News/media | Strongly disagree | Just moved to the area and this road handles traffic well- better design than other roads in the area. Have been on it during commute time- it is not at capacity | Mary Crowe |
| 6/19/2023 | Fairfax County Parkway Improvements | News/media | Agree | | Mary Crowe |
| 6/19/2023 | New Guinea Road, Construct | News/media | Strongly disagree | You'll be destroying important natural areas without really alleviating the problem | Mary Crowe |
| 6/19/2023 | Multimodal Bridge to Van Dorn Metro Station | | Strongly agree | We need safe ways for folks to walk bike and scooter to access the metro | Mary Crowe |
| 6/23/2023 | Long Bridge VA - DC | Advocacy organization | Strongly agree | This project is one of the region's most important projects for commuting, east-coast travel and | Kevin O'Brien |

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| | | | | freight. It will also provide an important new pedestrian and bicycle link. | |
| 6/23/2023 | Duke Street BRT Design & Construction | Advocacy organization | Strongly agree | Transit-focused project that also includes robust bike and pedestrian improvements. Exactly how we need to be thinking about our key transportation corridors. | Kevin O'Brien |
| 6/23/2023 | DASH Service Expansion | Advocacy organization | Strongly agree | More transit is the answer. | Kevin O'Brien |
| 6/23/2023 | Alexandria 4th Track | Advocacy organization | Strongly agree | More rail capacity is critical to expanding transit options in the region and further downstate. | Kevin O'Brien |
| 6/23/2023 | Dulles Airport Access Road Project | Advocacy organization | Strongly disagree | These outdated proposals are unnecessary and would undermine the region's major investment in the Silver Line. | Kevin O'Brien |
| 6/23/2023 | Rte. 28 Bypass | Advocacy organization | Strongly disagree | No more highways. | Kevin O'Brien |
| 6/23/2023 | VA 7, Widen | Advocacy organization | Strongly disagree | We don't need wider highways. Invest limited dollars in transit, bike, and pedestrian improvements. | Kevin O'Brien |
| 6/23/2023 | Route 1 Improvements | Advocacy organization | Strongly disagree | Remove road widening and replace with high-capacity transit that is under study | Kevin O'Brien |
| 6/23/2023 | Long Bridge VA - DC | News/media | Strongly agree | | |
| 6/23/2023 | Herndon Metrorail Intermodal Access Improvements | Advocacy organization | Strongly agree | | |
| 6/23/2023 | US 1 Bus Rapid Transit | News/media | Strongly agree | | |
| 6/25/2023 | I-495 Improvements | | Strongly disagree | It is destroying the ecosystem and the community. VDOT changed the plans after the EA was completed, dramatically increasing the environmental impacts of the project and removing planned mitigations. It is an abomination. | Claudia M O'Brien |
| 6/25/2023 | Long Bridge VA - DC | Friend/colleague | | Generally, I'd like climate-focused investments and not investments in projects that expand cars and GHGs | |
| 6/25/2023 | Long Bridge VA - DC | Advocacy organization | Strongly agree | This project is one of the region's most important projects for commuting, east-coast travel and | Stephen D'Alessio |

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| | | | | freight. It will also provide an important new pedestrian and bicycle link. | |
| 6/25/2023 | Long Bridge VA - DC | News/media | Strongly agree | Adding a new crossing for rail and walking will promote greater use of mass transit rather than cars and enhance the improvement of rail for the entire East Coast. This project is quite likely to slow the increase in GHG emitting forms of transportation for commuting as well as longer distance human and freight traffic | David Yaffe |
| 6/25/2023 | Dulles Toll Road Expansion | Advocacy organization | Strongly disagree | The toll road has relatively recently been expanded. What is greatly needed is more projects that will enhance use of Metro for this corridor as well as greater bus access. There is no crying need (other than to pay off road bonds) to increase the number of cars on this path with the commensurate increase in GHG emissions, addition of more nonpermeable blacktop that increases stormwater runoff rather than better recharging of groundwater, etc. There are various proposed overpass projects that will enhance access to Metro or multimodal transportation that will be much more effective than widening roads. | David Yaffe |
| 6/26/2023 | I-495 Improvements | Neighborhood/civic association | Strongly disagree | This project does not mitigate/solve traffic for drivers in general purpose lanes. Rather it increases traffic for all except for people in the LUXURY LANES. And its irreversible harm to our health and planet is appalling. | |
| 6/27/2023 | DASH Service Expansion | | Strongly agree | We need to create more efficient ways of transporting people, and highway expansion just induces demand and sprawl. | |
| 6/27/2023 | Alexandria 4th Track | | Strongly agree | We need to expand transit and alternative ways of getting places for those who don't and cannot drive. The fourth track will allow more frequent connections and increase viability of using VRE/Amtrak. | |
| 6/27/2023 | Alexandria Potomac Yard Metro Station | | Strongly agree | | |

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| | Improvements, Including Southwest Entrance | | | | |
| 6/27/2023 | Duke Street BRT Design & Construction | | Strongly agree | We need a BRT to make travel down route 7 by bus more realistic. | |
| 6/27/2023 | Battlefield Parkway/Route 15 Bypass Interchange | | Strongly disagree | | |
| 6/27/2023 | Union Station to Georgetown Streetcar Line | | Strongly agree | | |
| 6/27/2023 | Catharpin Road, Widening | | Strongly disagree | | |
| 6/27/2023 | Dale Blvd HOV Lanes | | Strongly disagree | | |
| 6/27/2023 | Dulles Toll Road Expansion | | Strongly disagree | Add more rail instead of expanding a toll road (which only induces car demand) | |
| 6/27/2023 | Dulles Airport Access Road Project | | Strongly disagree | | |
| 6/27/2023 | Farrington Connector | | Strongly disagree | | |
| 6/27/2023 | Eisenhower Valley Access and Circulation Improvements | | Strongly disagree | Stop widening roads! | |
| 6/27/2023 | Fairfax County Parkway Improvements | | Strongly disagree | Widened road will only induce demand. That area needs better transit access. | |
| 6/27/2023 | Farmwell Road Intersection Improvements | | Strongly disagree | Widened road will only induce demand. That area needs better transit access. | |
| 6/27/2023 | Franconia to Occoquan 3rd Track Project | | Strongly agree | | |
| 6/27/2023 | I-66 Improvements | | Strongly disagree | Spend this money on transit, don't waste it on the highway | |

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| 6/27/2023 | Alexandria 4th Track | News/media | Strongly agree | We need stronger a rail network. I am a retired scientist and the climate emergency is genuinely frightening | Jonathan Krall |
| 6/27/2023 | DASH Service Expansion | Friend/colleague | Strongly agree | We need stronger transit. | Jonathan Krall |
| 6/27/2023 | Duke Street BRT Design & Construction | Friend/colleague | Strongly agree | We need strong transit. Car dependency is misery | Jonathan Krall |
| 6/27/2023 | Long Bridge VA - DC | | Strongly agree | We need stronger rail networks. I hope this will include a bicycling/walking path | Jonathan Krall |
| 6/27/2023 | Herndon Metrorail Intermodal Access Improvements | | Strongly agree | | |
| 6/27/2023 | Herndon Metrorail Intermodal Access Improvements - Phase II | | Strongly agree | | |
| 6/27/2023 | I-95 SB Auxiliary Lane, between Route 123, Exit 160 and Route 294, Exit 158 | | Strongly disagree | | |
| 6/27/2023 | I-95 Reversible Ramp to/from Express Lanes @ Optiz Blvd. | | Strongly disagree | | |
| 6/27/2023 | King and Beauregard Intersection Improvements, Phases 1 and 2 | | Strongly agree | | |
| 6/27/2023 | Alexandria 4th Track | News/media | Strongly agree | We need more rail service | Jason Schwartz |
| 6/27/2023 | DASH Service Expansion | News/media | Strongly agree | I strongly support better service for DASH!! | Jason Schwartz |
| 6/27/2023 | I-95 SB Auxiliary Lane, between Route 123, Exit 160 and Route 294, Exit 158 | News/media | Strongly disagree | We don't need for vehicle lanes!! | Jason Schwartz |

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| 6/27/2023 | Op Lanes Maryland Phase 1 | Advocacy organization | Strongly disagree | 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. | Jason Schwartz |
| 6/27/2023 | Grant Avenue Road Diet | | Strongly agree | | |
| 6/27/2023 | Landmark Transit Center | | Strongly agree | Very important to build this | |
| 6/27/2023 | Lee Highway Widening | | Strongly disagree | | |
| 6/27/2023 | Liberia Avenue widening | | Strongly disagree | | |
| 6/27/2023 | Long Bridge VA - DC | | Strongly agree | | |
| 6/27/2023 | Loudoun County Parkway | | Strongly disagree | | |
| 6/27/2023 | Loudoun County Parkway Interchange at US 50 | | Strongly disagree | Stop widening roads! | |
| 6/27/2023 | Loudoun County Parkway Interchange at US 50 | | Strongly disagree | | |
| 6/27/2023 | McGraws Corner Drive | | Strongly disagree | | |
| 6/27/2023 | Multimodal Bridge to Van Dorn Metro Station | | Strongly agree | This will improve ped and cyclist safety. | |
| 6/27/2023 | Rolling Road | | Strongly disagree | Rolling road has accidents all the time and is very unsafe for pedestrians. The road needs to reduce its speed and put in protected bike lanes because there are already too many memorials on this road for people who have been killed. | |
| 6/27/2023 | Route 1 Metroway Extension (Alexandria) | | Strongly agree | | |
| 6/27/2023 | Wellington Road Improvements | | Strongly disagree | Widened road will only induce demand. That area needs better transit access. | |

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| 6/27/2023 | VRE Service Improvements (Reduce Headways) | | Strongly agree | VRE service needs to be improved and more frequent to make it a viable transit option. This will help. | |
| 6/27/2023 | VA 7, Widen | | Strongly disagree | Widened road will only induce demand. That area needs better transit access. | |
| 6/27/2023 | US 50 Improvements | | Strongly agree | | |
| 6/27/2023 | Telegraph Road widening | | Strongly disagree | Widened road will only induce demand. That area needs better transit access. | |
| 6/27/2023 | Stringfellow Roadway Improvements | | Strongly disagree | Widened road will only induce demand. That area needs better transit access. | |
| 6/27/2023 | Rolling Road widening project | | Strongly disagree | Widened road will only induce demand. That area needs better transit access. | |
| 6/27/2023 | US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway) | | Strongly disagree | Widened road will only induce demand. That area needs better transit access. | |
| 6/27/2023 | VRE Service Improvements (Reduce Headways) | Friend/colleague | Strongly agree | I believe that mass transit is the best way to relieve traffic congestion and that Virginia has not created enough mass transit to make this possible. So, this project will help expand and maintain mass transit in Virginia | William Young |
| 6/27/2023 | Alexandria 4th Track | News/media | Strongly agree | Provides extra capacity for VRE and future MARC commuter train service. | Brian Glenn |
| 6/27/2023 | King and Beauregard Intersection Improvements, Phases 1 and 2 | Project webpage (I drive in this area regularly and frustrated with traffic backups) | Agree | Frustrated by traffic backups at this intersection. With new West End development it has only gotten worse. These improvements should have been done in advance of or concurrent with the redevelopment. | Brian Glenn |
| 6/27/2023 | Long Bridge VA - DC | News/media | Strongly agree | This project will provide additional capacity for VRE and future MARC commuter rail service. | Brian Glenn |
| 6/27/2023 | Route 1 Metroway Extension (Alexandria) | Friend/colleague (previous employment) | Agree | Primary North-South local commuter corridor, ideally suited for enhanced bus service parallel to the VRE commuter rail. | Brian Glenn |
| 6/27/2023 | Franconia to Occoquan 3rd Track Project | News/media | Agree | | Brian Glenn |

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| 6/27/2023 | Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance (DASH Service Expansion) | Advocacy organization | Strongly agree | Anything transit to releave congestion. | Niels Pemberton |
| 6/28/2023 | Long Bridge VA - DC | News/media | Strongly agree | This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link. | Steve Wardell |
| 6/29/2023 | Long Bridge VA - DC | Advocacy organization | Strongly agree | This project is one of the region's most important projects for commuting, east-west travel and freight. It will also provide an important new pedestrian and bicycle link. | Brendan Wray |
| 6/30/2023 | Long Bridge VA - DC | Advocacy organization | Strongly agree | We must provide efficient and cost effective alternatives to driving. We have too long neglected the huge resource we have in existing RAIL options. Let's upgrade and promote them! Virginia - Long Bridge VA-DC (Amtrak and commuter rail) Support (strongly agree with inclusion) This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link. | Patty McGrath |
| 6/30/2023 | VA 7 (The planned Route 7 Bus Rapid Transit project.) | Advocacy organization | Strongly agree | The planned Route 7 Bus Rapid Transit project will significantly improve travel on Northern Virginia's second busiest bus corridor and support plans for walkable transit-friendly activity centers. But Fairfax County is saying they don't want to do it until years from now after Route 1 BRT is complete. | Patty McGrath |
| 6/30/2023 | Long Bridge VA - DC | News/media | Strongly agree | Building the separate commuter tracks connecting VA and DC at the Long Bridge will integrate economies of DC, MD & Va, reducing congestion for both freight and commuter rail, which in long run better, could include commuter rail from MD through to VA. It also includes bike and pedestrian | |

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| | | | | lanes, improving commuting that does not involve cars and trucks and facilitates recreation. | |
| 6/30/2023 | Long Bridge VA - DC | Advocacy organization | Strongly agree | This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link. | Frances Stewart |
| 6/30/2023 | Long Bridge VA - DC | Advocacy organization | Strongly agree | This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link. | jan w greenberg |
| 7/1/2023 | Long Bridge VA - DC | Advocacy organization | Strongly agree | | |
| 7/1/2023 | Long Bridge VA - DC | Advocacy organization | Strongly agree | This project will make an important contribution to improving commuting, east-coast travel, and freight and will provide an important new pedestrian and bike link | |
| 7/1/2023 | Duke Street BRT Design & Construction | Advocacy organization | Strongly agree | Improvements in transit across the region are the best ways to deal with congestion and to reduce greenhouse gas emissions from transportation | |
| 7/1/2023 | DASH Service Expansion | Advocacy organization | Strongly agree | Improvements to transit across the region are the best way to address congestion and reduce greenhouse gas emissions from transportation | |
| 7/1/2023 | Dulles Airport Access Road Project | Advocacy organization | Strongly disagree | Projects expanding capacity on the Dulles Access Rd and Toll Rd are unnecessary and undermine investment in the Silver Line | |
| 7/5/2023 | Long Bridge VA - DC | Friend/colleague | Strongly agree | Love the pedestrian and bike link, and appreciate the project for commuters, as well as freight and overall travel | |
| 7/5/2023 | VA 7, Widen | Advocacy organization | Strongly disagree | It would unnecessarily widen Route 7, when it has repeatedly been shown that road widenings are not a meaningful solution to congestion. | |
| 7/5/2023 | Dulles Toll Road Expansion | Advocacy organization | Strongly disagree | While infrastructure development is crucial for improving transportation in the region, the proposed Dulles Toll Road Expansion raises concerns about its potential negative consequences for Northern Virginia's investment in the Silver Line. The Silver Line has been a | |

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| | | | | significant investment aimed at alleviating traffic congestion and promoting sustainable transportation options. Expanding the Dulles Toll Road without adequate consideration for the Silver Line's integration could undermine the progress made and discourage the use of public transportation. It is essential for policymakers to ensure that any infrastructure projects align with the long-term goals of promoting efficient and environmentally friendly transportation solutions in the region. | |
| 7/5/2023 | Long Bridge VA - DC | Advocacy organization | Strongly agree | I strongly support the Long Bridge VA-DC project as one of the region's most important endeavors for commuting, east-coast travel, and freight transportation. Its inclusion of a pedestrian and bicycle link demonstrates a commitment to sustainable and active transportation. This project will greatly enhance connectivity, reduce congestion, promote healthier lifestyles, and support economic vitality. It is a transformative milestone for the region's transportation system. | |
| 7/5/2023 | Duke Street BRT Design & Construction | Friend/colleague | Strongly agree | I wholeheartedly support the implementation of Bus Rapid Transit (BRT) in Duke Street, Virginia. BRT offers a cost-effective, efficient, and sustainable solution to address traffic congestion, enhance accessibility, and promote environmental sustainability. I urge you to prioritize and allocate resources to make this project a reality. | |
| 7/5/2023 | Long Bridge VA - DC | Advocacy organization | Strongly agree | This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link. | |
| 7/5/2023 | Long Bridge VA - DC | | Strongly agree | This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link. | |

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| 7/7/2023 | Long Bridge VA - DC | Advocacy organization | Strongly agree | This project expands regional commuter service and will provide important pedestrian and biking infrastructure connecting DC and Virginia. | Joan McIntyre |
| 7/7/2023 | US 1 Bus Rapid Transit | Advocacy organization | Strongly agree | Project funding for transportation projects need to shift away from expanding roads and highways to supporting frequent and convenient public transit to offer an alternative to single occupancy vehicles to reduce carbon emissions, improve air quality and make our urban and suburban environments safer and more liveable communities | Joan McIntyre |
| 7/14/2023 | Long Bridge VA - DC | Project webpage | Strongly agree | This project is one of the region's most important projects for commuting and regional development. Reforming VRE into a proper regional rail system will enable development further from the city centers without suburban sprawl and that is good. | Luke Mueller-Oden |
| 7/15/2023 | Long Bridge VA - DC | Advocacy organization | Strongly agree | The improvements to rail, pedestrian and bicycle infrastructure that this project represents is very much needed in the region. | |
| 7/15/2023 | Dulles Airport Access Road Project | Advocacy organization | Strongly disagree | The Silver Line extension was an extensive, and much needed investment. Expanding vehicle traffic to Dulles undermines it. | |
| 7/15/2023 | Dulles Airport Access Road Project | Advocacy organization | Strongly disagree | The Silver Line extension was an extensive, and much needed investment. Expanding vehicle traffic to Dulles undermines it. | |
| 7/15/2023 | Dulles Toll Road Expansion | Advocacy organization | Strongly disagree | The Silver Line extension was an extensive, and much needed investment. Expanding vehicle traffic to Dulles undermines it. | |
| 7/21/2023 | Reston Parkway Improvements | Project webpage | Strongly disagree | Widening Reston Parkway between Sunrise Valley Drive and Bowman Terrace is a particularly bad idea because of its proximity to Reston Town Center. Aren't we trying to make this street more rather than less walkable? Adding two through lanes would make this "6 lane" road more like 8-10 lanes at intersections where pedestrians have to cross -- right near our Metro stations and so much urban development. It's a really bad idea. | Douglas Stewart |

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| 7/21/2023 | Route 50 Corridor Improvements in Fairfax and Loudoun Counties | Project webpage | Strongly disagree | Route 50 is wide enough already. Adding more lanes will only induce more traffic and make it less safe for pedestrians. In Fairfax County, the Route 50 corridor east of Fairfax City in particular has a lot of residents who walk and use transit, and the focus should be on improving bus service and safety at intersections. | Douglas Stewart |
| 7/21/2023 | US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway) | Project webpage | Strongly disagree | The County is looking at redeveloping Pan Am shopping center, and Fairfax City has redeveloped denser housing at Fairfax Circle. The Vienna and Dunn Loring Metro stations are in this corridor. Why would you make this street even more pedestrian-unfriendly and inimical to crossing and improved transit access, rather than focusing on calming traffic and improving the walking and biking conditions to accommodate all the new residents and mix of uses that the City and County are planning for in this area? | Douglas Stewart |
| 7/21/2023 | Duke Street BRT Design & Construction | Project webpage | Strongly agree | This area is densely populated has a good mix of uses. Providing dedicated lanes for buses will encourage even more growth and travel by transit, displacing vehicle trips and making for a much more efficient use of our transportation network. It will also make life a lot more enjoyable for people living and working in this area, by making Duke Street and 236 more of a people-centered street and providing better transit access. | Douglas Stewart |
| 7/21/2023 | VA 7, Widen (Route 7 Bus Rapid Transit) | Project webpage (Have been following it since development of initial concept plans by the Northern Virginia Transportation Commission) | Strongly agree | Route 7 from Alexandria to Tysons is a perfect corridor for improved bus service. It goes through Seven Corners, Broad Street in Falls Church, Pimmit Hills and Tysons. All of these areas are getting more urban and developing more businesses and residences. Dedicated bus lanes will only make this mix better and make it easier for thousands of people to walk, bike and use transit for daily trips. And it will make these areas better places to live. (Regarding the answers above to the | Douglas Stewart |

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| | | | | drop-down boxes-- I had to fill these in to register my response, even though they weren't applicable.) | |
| 7/22/2023 | Reston Parkway Improvements | Project webpage | Disagree | I wish to withdraw an earlier comment I submitted on this project. I had mistakenly commented that it would widen Reston Parkway in the area near Reston Town Center, which is in fact already 6 through lanes. I apologize for my mistake. I still object to widening Reston Parkway from 4 to 6 lanes from South Lakes Parkway to the Dulles Toll Road. | |
| 7/24/2023 | Battlefield Park Bypass Project | Friend/colleague | Strongly disagree | Planning this bypass (and hundred of new lanemiles that incentivize more Vehicle Miles Traveled) is counterproductive to Prince William County's Strategic Plan to create walkable live-work-play communities, and to the Community Energy and Sustainability Master Plan action strategies to reduce greenhouse gas emissions. | |
| 7/29/2023 | Long Bridge VA - DC | News/media | Strongly agree | The new Long Bridge is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link. | Bill Pugh, Coalition for Smarter Growth |
| 7/29/2023 | Dulles Airport Access Road Project | Visualize 2045 list of Fairfax projects | Strongly disagree | Widening the Dulles Airport Access Rd is unnecessary and would undermine the region's and Fairfax County's major investment in the Silver Line. | Bill Pugh, Coalition for Smarter Growth |
| 7/29/2023 | Dulles Toll Road Expansion | TPB Visualize 2045 | Disagree | Widening the Dulles Toll Road Rd is unnecessary and would undermine the region's major investment in the Silver Line. | Bill Pugh, Coalition for Smarter Growth |
| 7/29/2023 | Dulles Toll Road Collector | TPB Visualize 2045 | Strongly disagree | Widening the Dulles Toll Road Rd is unnecessary and would undermine the region's major investment in the Silver Line. | Bill Pugh, Coalition for Smarter Growth |
| 7/29/2023 | Magarity Road Widening | Project webpage | Strongly disagree | Many homes, at least one school on this street will be negatively impacted. Replace with safety, complete streets, and McLean Metro station access improvements from this neighborhood. | Bill Pugh, Coalition for Smarter Growth |

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| 7/29/2023 | Reston Parkway Improvements | Project webpage | Strongly disagree | 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. | Bill Pugh, Coalition for Smarter Growth |
| 7/29/2023 | Rolling Road widening project | TPB Visualize 2045, Fairfax County | Strongly disagree | The project as proposed is not consistent with TPB's policy framework. Replace with safety and complete streets improvements. These are established neighborhoods here, and widening will only generate more traffic while making this area of the county even less friendly to pedestrians, bicyclists and transit users. | Bill Pugh, Coalition for Smarter Growth |
| 7/29/2023 | Telegraph Road widening | TPB Visualize 2045 and Fairfax County | Strongly disagree | The project is not consistent with TPB's policy framework. Replace with safety and complete streets improvements. These are established neighborhoods here, and widening will only generate more traffic while making this area of the county even less friendly to pedestrians, bicyclists and transit users. | Bill Pugh, Coalition for Smarter Growth |
| 7/29/2023 | US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway) | Visualize 2045 and Fairfax County | Strongly disagree | The project is not consistent with TPB's policy framework. Remove further widening of US 29 from Visualize 2050. Instead direct funding to safety, pedestrian, bike and transit access improvements along the corridor. | Bill Pugh, Coalition for Smarter Growth |
| 7/29/2023 | US 50 Improvements | TPB Visualize 2045, Fairfax County | Strongly disagree | Remove further widening of US 50. The project is not consistent with TPB's policy framework. Instead, support the STARS study recommendations for safety and operational improvements and study BRT on this corridor. | Bill Pugh, Coalition for Smarter Growth |
| 7/29/2023 | VA 123 Widening (Fairfax) | Visualize 2045, Fairfax County | Strongly disagree | The project is not consistent with TPB's policy framework. Further widening this already expansive highway within the Tysons area would undermine Fairfax County's investments in the Silver Line and a transit-oriented, walkable Tysons | Bill Pugh, Coalition for Smarter Growth |
| 7/29/2023 | Shirley Gate Road Improvements | Visualize 2045, Fairfax County | Strongly disagree | 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 | Bill Pugh, Coalition for Smarter Growth |

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| | | | | 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. | |
| 7/29/2023 | New Guinea Road, Construct | Visualize 2045, Fairfax County | Strongly disagree | The project is not consistent with TPB's policy framework. 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 woods and tree canopy. | Bill Pugh, Coalition for Smarter Growth |
| 7/29/2023 | Stringfellow Roadway Improvements | Visualize 2045, Fairfax County | Strongly disagree | The widening project is not consistent with TPB's policy framework. Replace with safety and complete streets improvements. These are established neighborhoods here, and widening will only generate more traffic while making this area of the county even less friendly to pedestrians, bicyclists and transit users. | Bill Pugh, Coalition for Smarter Growth |
| 7/29/2023 | Alexandria 4th Track | Project webpage | Strongly agree | An additional track allows for better train traffic management between passenger and freight trains, which move at different speeds. | John Faulkner |
| 7/29/2023 | Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance | Advocacy organization | Strongly agree | Facilitates use of metro rail. | John Faulkner |
| 7/29/2023 | Long Bridge VA - DC | Advocacy organization | Strongly agree | Facilitates passenger, freight, and commuter rail between VA and DC and provides a bicycle and pedestrian link as well. | John Faulkner |
| 7/29/2023 | Duke Street BRT Design & Construction | Advocacy organization | Agree | Improved and rapid bus service encourages people to take transit, thus reducing traffic congestion and the need to further expand roads for automobile travel. | John Faulkner |
| 7/29/2023 | DASH Service Expansion | Advocacy organization | Agree | Improved bus service encourages use of transit. | John Faulkner |

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| 7/31/2023 | Dulles Airport Access Road Project | News/media | Strongly disagree | Expanding doesn't make sense now that the Metro goes to Dulles Airport. People should be incentivized to use public transport. Would benefit the Metro and save money | |
| 7/31/2023 | Dulles Toll Road Expansion | News/media | Strongly disagree | Metro Silver Line would be undermined by expanding the DTR, as it would be by expanding the Dulles Access Road. Use transit. Saves money and cuts pollution. | |
| 7/31/2023 | Dulles Airport Access Road Project | News/media | Strongly disagree | Expanding DAAR would undermine Silver line, while adding climate and other pollution. Use of Silver line should be prioritized. Prioritizing public transit on Silver Line would save money for new construction and provide needed ridership for the Silver Line. New construction that would undermine ridership should be rejected. Any money spent on DAAR should be conditioned on cutting tolls for users of Dulles Toll Road. | |
| 7/31/2023 | Fairfax County Parkway Improvements | Reston Comp Plan Task Force | Neutral | Expanding roads is generally a bad idea. The only justification for this FCP expansion would be if it were conditioned upon eliminating proposals to widen roads (e.g., present or future proposals to widen Reston Parkway, Sunset Hills, Sunrise Valley, Wiehle) through the Reston Transit Station Areas by diverting traffic to the FCP. The Reston TSAs can become true walkable, transit-oriented communities by reducing through traffic, particularly fast traffic. Traffic calming and improved pedestrian friendly roadways are needed in Reston. Diverting traffic to FCP is the only possible justification for expanding the FCP | |
| 7/31/2023 | Soapstone Drive Connector | Reston Comp Plan Task Force | Strongly agree | Needed to improve the grid and allow paths that relieve congestion around transit station areas. Critical to have pedestrian and bike paths along the Soapstone Connector | |
| 7/31/2023 | Herndon Metrorail Intermodal Access | Friend/colleague | Strongly agree | Improving access to Herndon transit station is important to encourage use of Silver Line | |

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| | Improvements - Phase II | | | | |
| 7/31/2023 | Reston Parkway Improvements | Reston Comp Plan Task Force | Disagree | To the extent "improvements" mean widening, as I undersand they do, then it should be rejected. We do not need to encourage more traffic, especially through traffic, in areas that are intended to implement pedestrian- friendly, transit oriented development. "Improvements" that reduce and slow traffic and that encourage more walking, biking and transit uses would be more than welcome. | |
| 7/31/2023 | Town Center Parkway (underpass DTR) | News/media (Reston Comp Plan Task Force) | Strongly agree | Strongly support. Important to relieving congestion by enhancing grid of streets near transit station. Needs to include pedestrian and bicycle pathways | |
| 7/31/2023 | Dulles Airport Access Road Project | Advocacy organization | Strongly disagree | This outdated proposal to further widen the highway is unnecessary and would undermine the region's major investment in the Silver Line. | Sam Ressin |
| 7/31/2023 | Dulles Toll Road Collector | Advocacy organization | Strongly disagree | This outdated proposal to further widen the highway is unnecessary and would undermine the region's major investment in the Silver Line. | Sam Ressin |
| 7/31/2023 | Magarity Road Widening | Advocacy organization | Strongly disagree | Many homes and at least one school on the street will be negatively impacted. Replace with safety, complete streets, and McLean Metro station access improvements from this neighborhood. | Sam Ressin |
| 7/31/2023 | Reston Parkway Improvements | Advocacy organization | Strongly disagree | This widening project would undermine Fairfax County and the region's investments in the Silver Line and efforts to foster a transit-oriented, walkable Reston area. | Sam Ressin |
| 7/31/2023 | Rolling Road widening project | Advocacy organization | Strongly disagree | Replace with safety and complete streets improvements. These are established neighborhoods here, and widening will only generate more traffic while making this area of the county even less friendly to pedestrians, bicyclists and transit users. | Sam Ressin |
| 7/31/2023 | Telegraph Road widening | Advocacy organization | Strongly disagree | Replace with safety and complete streets improvements. These are established neighborhoods here, and widening will only | Sam Ressin |

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| | | | | generate more traffic while making this area of the county even less friendly to pedestrians, bicyclists and transit users. | |
| 7/31/2023 | US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway) | Advocacy organization | Strongly disagree | Remove further widening of US 29 from Visualize 2050. Instead direct funding to safety, pedestrian, bike and transit access improvements along the corridor. | Sam Ressin |
| 7/31/2023 | US 50 Improvements | Advocacy organization | Strongly disagree | Remove further widening of US 50. Instead, support the STARS study recommendations for safety and operational improvements and study bus rapid transit (BRT) on this corridor. | Sam Ressin |
| 7/31/2023 | VA 123 Widening (Fairfax) | Advocacy organization | Strongly disagree | As a Vienna resident, I do not support widening 123. We already have enough traffic. Further widening this already expansive highway within the Tysons area would undermine Fairfax County's investments in the Silver Line and a transit-oriented, walkable Tysons. We need a safe protected bike lane on Maple Ave. That way, I could do my errands in Vienna without driving! | Sam Ressin |
| 7/31/2023 | Stringfellow Roadway Improvements | Advocacy organization | Strongly disagree | This unnecessary and wasteful project, like others, encourages even more high-speed and dangerous traffic while cutting down more forests and undermining the county's vision for walkable, bikeable and transit-friendly communities. | Sam Ressin |
| 8/3/2023 | US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway) | Advocacy organization | Strongly disagree | This project goes against all of the transit oriented development near the Dunn Loring metro station and the walkability of Merrifield. As is, this road is one of the biggest threats to walkability and widening it is not the solution. This project also doesn't solve any problem as there isn't too much congestion anyway. | |
| 8/15/2023 | US 50 Improvements | Neighborhood/civic association | Strongly disagree | Please remove any widening for additional travel lanes on Rt. 50. I ask that you instead support the STARS study recommendations for inside the beltway, provide needed pedestrian and bicycle improvements, and access to bus stops. BRT for this corridor should be studied. | Sonya Breehey |

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| 8/15/2023 | US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway) | Advocacy organization | Strongly disagree | Please remove any further widening of Rt. 29. It's already too wide in the Merrifield area undermining its walkability. This area has metro and good bus service. You should instead invest in safety, pedestrian, bike and transit access improvements. And fix the Gallows/Rt. 29 intersection to make is smaller and easier to cross. Do not add an interchange or any slip lanes. | Sonya Breehey |
| 8/15/2023 | US 1 Bus Rapid Transit | Advocacy organization | Strongly agree | BRT is a smart investment and will support more people taking transit in the Rt. 1 corridor. | Sonya Breehey |
| 8/15/2023 | VA 123 Widening (Fairfax) | Advocacy organization | Strongly disagree | The roads in Tysons are already too wide, dangerous and undermines walkability and access to transit. Please do not widen anymore in Tysons. | Sonya Breehey |
| 8/15/2023 | Greensboro Drive Extension | Project webpage | Agree | Street network enhancements in Tysons will help improve mobility and support walkable TOD. Just be sure not to over design with too many lanes. | Sonya Breehey |
| 8/15/2023 | Shirley Gate Road Improvements | Advocacy organization | Strongly disagree | It's hard to tell if the "improvements" are teh same as the "extension" project. I oppose the extension of this road as it will cut through forested parkland, laying more roads, encouraging more driving and sprawling development. | Sonya Breehey |
| 8/27/2023 | Long Bridge VA - DC | Advocacy organization | Strongly agree | This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link. | |
| 8/29/2023 | Frying Pan Road Widening | Project webpage | Strongly agree | Frying Pan from Sunrise Valley to Centreville Rd is too narrow to support all of the new development in the area. | Elizabeth Stein McCartney |
| 8/29/2023 | Lee Highway Widening (Orange Line Extension to Centreville) | Project webpage (This long lingering project has appeared on many prior trans plans) | Strongly agree | If Orange Line were extended to at least Centreville perhaps widening of Route 29 wouldn't be needed. We need to get more cars off the road, and opening up this corridor to transit would provide mass transit access to so many commuters that currently will not consider transit because bussing to Metro takes FOREVER, and driving and parking at Herndon/Vienna isn't an attractive option. We need transit farther west than it is currently. | Elizabeth Stein McCartney |

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| 8/29/2023 | Lee Highway Widening (Orange line extension to Haymarket) | | Strongly agree | Public transportation and metro access is paramount to any city's sustainable and environmental development. As population has grown in Fairfax and surrounding region, and is expected to grow even more by 2045, especially along Lee Hwy, the extension of the metro line to Haymarket is the only long term and viable transportation solution! Furthermore, public transport allows lower income hourly-workers to reach their place of business quickly, economically, and without adding to existing traffic load... Thus improving the overall access experience for workers, businesses, and customers. | Serge Kaddoura |
| 8/29/2023 | Town Center Parkway (underpass DTR) | Neighborhood/civic association | Strongly agree | This connection is critical to balancing the transportation network in Reston and associated high-density development which is already underway. The project needs to move forward to prevent further congestion and exacerbation of safety issues along Fairfax County Parkway and Reston Parkway. | |
| 8/29/2023 | Widen East Spring Street | News/media | Strongly agree | Elden Street is aged in this location and advancing this project will continue to support not only roadway but supporting utilities and trail projects. | |
| 8/29/2023 | Rock Hill Road Overpass Improvements | News/media | Strongly agree | This overpass is critical to supporting a stable transportation network in Herndon and Reston by distributing extreme demand through the Town of Herndon from Loudoun County. Without it, there will be severe congestion and pedestrian/bicycle safety conflicts along Herndon Parkway and Elden Street. | |
| 8/29/2023 | Dulles Toll Road Collector | Project webpage | Disagree | There are so many local off-highway improvements that need to occur to make this functional, there is no reason to advance this without conducting Tysons-wide improvements. | |
| 8/29/2023 | Reston Parkway Improvements | Project webpage | Disagree | Reston Parkway is already wide and very difficult to cross or experience any multimodal improvement. Further widening on this segment would induce more vehicular demand as opposed to trying to | |

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| | | | | distribute traffic to other routes or encourage use of the transit system which is very well established in this area. | |
| 8/29/2023 | Alexandria 4th Track | Advocacy organization | Strongly agree | We need to expand the rail capacity to be able to run more passenger trains on the RF&P line | |
| 8/29/2023 | Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance | Advocacy organization | Strongly agree | Adding more entrances will improve how people access the station and will add to the ridership | |
| 8/29/2023 | Annapolis Way Extension | Advocacy organization | Neutral | Would be better if the road would be more rectangular instead of round to create a grid-like pattern | |
| 8/29/2023 | Arcola Boulevard Improvements | Advocacy organization | Neutral | The road should only be two lanes with more pedestrian crossings | |
| 8/29/2023 | Arkendale to Powells Creek Third Track Project and Potomac Shores Station | Advocacy organization | Strongly agree | Adding a VRE station and a third track will improve the passenger rail capacity and add more train trips | |
| 8/30/2023 | Dulles Toll Road Collector | Advocacy organization | Strongly disagree | Expanding access to the Dulles Toll Road goes against the 6 billion dollars that we have spent on the silver line. We should prioritize using the Metro to access the Dulles Airport. | |
| 8/30/2023 | US 1 Bus Rapid Transit | Advocacy organization | Strongly agree | This project helps reduce carbon emissions from cars while investing in the vastly more efficient public transit. | |
| 8/31/2023 | Soapstone Drive Connector | News/media | Disagree | The area around Whiele Reston East Metro station is becoming built-up such that car traffic is becoming increasingly a problem here, and cars are becoming less effective as a transportation method here. This project will only encourage more driving in this area, induced demand. Instead, to evaporate traffic here I'd prefer this connection to be car-less, and provide connection only for micro mobility, bikes and pedestrians. | |

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| 8/31/2023 | Fairfax County Parkway Improvements | Project webpage | Strongly disagree | <p>The project will cost nearly 200 million dollars, which is a significant sum to spend on a roadway widening project. The project's main achievement will be to widen portions of Fairfax County Parkway. The effects of this widening projects are likely to be: (1) a short-term reduction in congestion; (2) a return to the same level of congestions due to induced demand (see https://www.vtpi.org/gentraf.pdf "Traffic congestion tends to maintain equilibrium. Congestion reaches a point at which it constrains further growth in peak-period trips. If road capacity increases, the number of peak-period trips also increases until congestion again limits further traffic growth) (3) additional sprawled development along the corridor which will increase overall traffic until it again exceeds capacity of this road and reaches equilibrium. (4) increase in emissions of CO2 both from the lose of plant life along the corridor, the cardon required to do the construction, and the increase in motor vehicle traffic.</p> <p>Recommendations - Consider adding an electrified Bus Rapid Transit system along this corridor that links with the metro and bus systems. Integrate it with transit at Fort Belvoir at the terminus. - Improve the convenience, safety, and comfort of using alternative transit (biking, scooters, walking) along and ACROSS this corridor to make choosing to use an alternative transit method more appealing.</p> | |
| 8/31/2023 | Dulles Toll Road Collector | Advocacy organization | Strongly disagree | Outdated proposal to widen the highway is unnecessary and undermines our investment in the Silver Line. | Adnan Masri |
| 8/31/2023 | US 50 Improvements | Advocacy organization | Strongly disagree | Remove further widening of US 50. Instead, support the STARS study recommendations for safety and operational improvements and study BRT on this corridor. | Adnan Masri |

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| 8/31/2023 | VA 123 Widening (Fairfax) | Advocacy organization | Strongly disagree | Further widening this highway within Tysons would undermine our investment in the Silver Line and a transit-oriented, walkable Tysons. | Adnan Masri |
| 8/31/2023 | Battlefield Park Bypass Project | Advocacy organization | Strongly disagree | These unnecessary and wasteful projects encourage even more high-speed and dangerous traffic while cutting down forests and undermining the county's vision for walkable, bikeable and transit-friendly communities. | Adnan Masri |
| 8/31/2023 | Rolling Road | Advocacy organization | Strongly disagree | This widening will negatively impact the community by generating more traffic and making the area even less friendly to pedestrians, bicyclists and transit users. Replace with safety and complete streets improvements. | Adnan Masri |
| 8/31/2023 | US 1 Bus Rapid Transit | Advocacy organization | Strongly agree | A express bus service will make the corridor safer, revitalize the area, and give commuters more options. Reduce the amount of cars on the highway without spending more money on inducing demand in widenings. | |
| 8/31/2023 | Rte 7 Corridor Improvements - Phase 2 (Route 7 Bus Rapid Transit) | Advocacy organization | Strongly agree | The planned Route 7 BRT will significantly improve travel on Northern Virginia's second busiest bus corridor and support plans for walkable transit-friendly activity centers. | |
| 9/4/2023 | US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway) | Advocacy organization | Strongly disagree | This project will decrease walkability and bikeability for the developing urban fabric in Merrifield and near Fairfax City. Instead of widening the road we should look into creating bike/ped improvements to 29 or nearby alternatives. | |
| 9/5/2023 | Dulles Airport Access Road Project | Advocacy organization | Strongly disagree | Outdated proposal to widen the highway is unnecessary and undermines our investment in the Silver Line. | |
| 9/5/2023 | Magarity Road Widening | Advocacy organization | Strongly disagree | Many homes and at least one school would be impacted. Replace with safety, complete streets, and McLean Metro station access improvements. | |
| 9/5/2023 | Reston Parkway Improvements | Advocacy organization | Strongly disagree | This widening project would undermine our investments in the Silver Line and efforts to foster a transit-oriented, walkable Reston. | |

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| 9/5/2023 | Rolling Road | Advocacy organization | Strongly disagree | This widening will negatively impact the community by generating more traffic and making the area even less friendly to pedestrians, bicyclists and transit users. Replace with safety and complete streets improvements. | |
| 9/5/2023 | Telegraph Road | Advocacy organization | Strongly disagree | This widening will negatively impact the community by generating more traffic and making the area even less friendly to pedestrians, bicyclists and transit users. Replace with safety and complete streets improvements. | |
| 9/5/2023 | US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway) | Advocacy organization | Strongly disagree | Remove further widening of US 29. Instead direct funding to safety, pedestrian, bike and transit access improvements. | Kevin |
| 9/5/2023 | US 50 Improvements | Advocacy organization | Strongly disagree | Remove further widening of US 50. Instead, support the STARS study recommendations for safety and operational improvements and study BRT on this corridor. | Kevin |
| 9/5/2023 | VA 123 Widening (Fairfax) | Advocacy organization | Strongly disagree | Further widening this highway within Tysons would undermine our investment in the Silver Line and a transit-oriented, walkable Tysons. | Kevin |
| 9/5/2023 | Battlefield Park Bypass Project | Advocacy organization | Strongly disagree | These unnecessary and wasteful projects encourage even more high-speed and dangerous traffic while cutting down forests and undermining the county's vision for walkable, bikeable and transit-friendly communities. | Kevin |
| 9/5/2023 | US 1 Bus Rapid Transit | Advocacy organization | Strongly agree | great transit project! | Kevin |
| 9/5/2023 | VRE - Broad Run Expansion (Orange Line Extension (WMATA/Metro)) | Project webpage | Strongly agree | Need Metrorail service to Manassas. Fairfax/Centreville need Metro service to draw in more riders and get people off the roads. | |
| 9/6/2023 | Battlefield Park Bypass Project | Advocacy organization | Strongly disagree | No more roadway expansion or extensions which will destroy the urban factor, increase roadway deaths, and increase traffic. Fund public transit in the area instead. Expand VRE and Omniride | Mostafa Elnahass |

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| 9/6/2023 | Battlefield Parkway/Route 15 Bypass Interchange | Advocacy organization | Strongly disagree | No more roadway expansion. We need to fund public transit in the area instead. Instead of this project which will divide the area, make it impossible for pedestrians, cyclists, and other mode users to exist. Fund public transit | Mostafa Elnahass |
| 9/6/2023 | Belmont Ridge Road Reconstruct | Advocacy organization | Neutral | Only include the shared path as sidewalks and bicycle infrastructure should be mandatory on all roads and streets. No road widening as it contributes to climate issues, does not solve traffic and creates a dangerous road to drivers and other mode users | Mostafa Elnahass |
| 9/6/2023 | Boone Blvd Extension | Advocacy organization | Strongly agree | Expanding Boone Blvd will create a grid system of roads for Tysons which will improve walkability, cycling, and access to transit. The blvd should be equipped with these features | Mostafa Elnahass |
| 9/6/2023 | Braddock Rd Improvements | Advocacy organization | Strongly disagree | No road widening for Braddock road. It should be only two lanes with sidewalks and a bike path. Also multiple transit stops | Mostafa Elnahass |
| 9/6/2023 | Braddock Rd Improvements (Fairfax County Pkwy to Rte 123/Ox Road) | Advocacy organization | Strongly disagree | No widening. It should have a road diet instead from four lanes to two lanes and add multimodal transportation to it: cycling, walking and transit | Mostafa Elnahass |
| 9/6/2023 | Braddock Rd Improvements (I-495 to Burke Lake Road) | Advocacy organization | Strongly agree | Construct the shared use path | Mostafa Elnahass |
| 9/6/2023 | Croson Lane widening | Advocacy organization | Strongly disagree | Croson lane has a lot of residential areas and widening it will make it very dangerous for all users. It should have more crosswalks and better pedestrian access | Mostafa Elnahass |
| 9/6/2023 | Crosstrail Boulevard, Segment C | Advocacy organization | Strongly disagree | Crosstrail Boulevard should have a road diet, crosswalks and a bicycle lane, and transit stops | Mostafa Elnahass |
| 9/6/2023 | Dale City Parkway Node New Through Boulevard | Advocacy organization | Neutral | Road diets for all the roads and add transit access and stations with protected bicycle lanes and sidewalks | Mostafa Elnahass |
| 9/6/2023 | Dale Blvd HOV Lanes | Advocacy organization | Strongly disagree | Add bus lanes instead of the car HOV Lanes and do a road diet, add sidewalks, crosswalks and a protected bicycle lane | Mostafa Elnahass |

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| 9/6/2023 | Catharpin Road, Widening | Advocacy organization | Strongly disagree | Road Diet Instead of widening, Add sidewalks, protected bicycle lanes and add more transit options in the area | Mostafa Elnahass |
| 9/6/2023 | DASH Service Expansion | Advocacy organization | Strongly agree | Expanding DASH service will decrease the reliance of cars in the Alexandria air, improve the environment, add multimodal transit options, increase equality | Mostafa Elnahass |
| 9/6/2023 | Devlin Road Widening | Advocacy organization | Strongly disagree | Instead of widening the road. Road Diet with sidewalk addition, bicycle lane addition and transit stops and crosswalks | Mostafa Elnahass |
| 9/6/2023 | Duke Street BRT Design & Construction | Advocacy organization | Strongly agree | Should be designed as Light Rail instead but BRT will improve transit frequency in the area and improve the environment, equality and job access | Mostafa Elnahass |
| 9/6/2023 | Dean Drive Widening | Advocacy organization | Strongly disagree | Instead of widening the road. Add crosswalks, protected bicycle lanes, more transit options to make the area less car-centric and create a good urban fabric | Mostafa Elnahass |
| 9/6/2023 | Dulles Airport Access Road Project | Advocacy organization | Strongly disagree | Dulles Airport Access Road should be demolished along with the Dulles Toll road to improve the urban fabric of the area since the area around Dulles airport is mostly residential and commercial and no longer rural | Mostafa Elnahass |
| 9/6/2023 | Dulles West Boulevard | Advocacy organization | Strongly disagree | Dulles West should have a road diet of two lanes. Should have sidewalks with crosswalks, bicycle lanes, and more transit access. The current design only serves cars | Mostafa Elnahass |
| 9/6/2023 | Eisenhower Valley Access and Circulation Improvements | Advocacy organization | Strongly agree | It should have protected bicycle lanes and a road diet | Mostafa Elnahass |
| 9/6/2023 | Evergreen Mills Road Improvements | Advocacy organization | Disagree | The road should only be realigned to two lanes instead of four and to form a grid system in the area | Mostafa Elnahass |
| 9/6/2023 | Fairfax County Parkway Improvements | Friend/colleague | Strongly disagree | Additional lanes of traffic will only help in the short term. Request that mass transit be considered for Fairfax County Parkway from Reston to Springfield! | David Cacner |
| 9/6/2023 | Soapstone Drive Connector | Friend/colleague | Strongly agree | Having another option for bikes (and cars) to cross Dulles Toll Road will be helpful. | David Cacner |

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| 9/6/2023 | Stringfellow Roadway Improvements | Friend/colleague | Strongly disagree | I do not believe that traffic on Stringfellow Road warrants increasing the number of lanes. | David Cacner |
| 9/6/2023 | VA Route 28 Widening (Prince William County Line to Route 29) | Friend/colleague | Strongly agree | Any project that puts in additional bicycle lanes is a project that I support! | David Cacner |
| 9/6/2023 | Potomac Shores | Friend/colleague | Strongly disagree | Remove the destructive Potomac Shores Parkway project which is inconsistent with TPB's policy framework goals for environmental protection. | |
| 9/6/2023 | Route 123/ Route 1 Interchange in PWC | Advocacy organization | Strongly disagree | Remove widening VA 123 to 6 lanes in area planned for walkable activity center near Woodbridge VRE station. The project is inconsistent with the TPB policy framework, including the aspirational initiative to improve walk and bike access to transit. | |
| 9/6/2023 | Battlefield Park Bypass Project | Advocacy organization | Strongly disagree | Remove this destructive project. It would further open up the Rural Crescent and area near Manassas Battlefield to development. I-66 and Route 28 will provide fastest access to nearby areas. We support roundabouts as an alternative at key intersections in the area to move local traffic. Project is inconsistent with the TPB policy framework, as it would divert resources from TPB's identified priority strategies and is inconsistent with multiple TPB policy goals, for example undermining "Bring Jobs and Housing Closer Together" and ignoring induced demand that leads to more miles of driving. | |
| 9/6/2023 | Route 1 Improvements | Friend/colleague | Strongly disagree | Remove further widening of Route 1 and replace with high-capacity transit that is under study for this corridor as an alternative that is more consistent with TPB's policy framework. | |
| 9/6/2023 | Magarity Road Widening | Project webpage | Strongly disagree | Magarity Road is a neighborhood street with a lot of nearby schools and a community center within walking distance. It's also close to Tysons, and you can walk there now via the Scotts Run Trail. Widening this road would make the neighborhood much less pleasant and walkable. It would be | |

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| | | | | much more appropriate to focus on slowing traffic going down the road, such as through adding bulb-outs and striping more visible crosswalks. | |
| 9/6/2023 | Route 50 Corridor Improvements in Fairfax and Loudoun Counties | Project webpage | Disagree | It doesn't make sense to bundle Route 50 across both Fairfax and Loudoun Counties. It's a much different and denser corridor in Fairfax east of Fairfax City than west of the City, and the western Fairfax corridor is different than in Loudoun east of Aldie. Route 50 should not be widened east of Fairfax City without prioritizing or dedicating lanes for bus service. | |
| 9/6/2023 | US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway) | Project webpage | Disagree | There are many increasingly dense, mixed-use areas in this corridor, including Merrifield and Dunn Loring and the area in and around Falls Church. 29 is already too wide, especially in Merrifield. It gets in the way of making this area more walkable and reducing car trips. Route 29 improvements should focus on traffic calming, especially near these activity centers. | |
| 9/6/2023 | Dulles Airport Access Road Project | Project webpage | Strongly disagree | It's too expensive and will encourage more sprawling, auto-dependent development. | |
| 9/6/2023 | US 50 Improvements | Project webpage | Strongly disagree | The project titles should be more descriptive. It's impossible to tell that this project covers 50 east of Fairfax City unless you read the project description, and therefore impossible to distinguish it from the 50 improvements in Fairfax and Loudoun counties. 50 east of Fairfax City should not be widened unless the lanes provide priority or dedicated bus service. Adding more car travel lanes would negatively affect the denser communities there. | |
| 9/6/2023 | Reston Parkway Improvements | Project webpage | Disagree | Continuing the widening of Reston Parkway through this stretch of Reston will make the area less safe and desirable for walking, bicycling and rolling. We should take advantage of the increasing density, mix of uses and access to transit in this area. Adding more car travel lanes would have the opposite effect. | Douglas Stewart |

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| 9/8/2023 | New Braddock Rd. | Neighborhood/civic association | Strongly disagree | This project will separate our Center Ridge community and make it dangerous for the kids walking to the elementary school and residents walking the sidewalks and paths in our neighborhood. Cars already speed too fast on that section of New Braddock Road between Rt 28 and the community entrance on Store House Drive. This project will allow cars to go farther through the neighborhood and very likely increase speeds even more, despite the posted limits. | |
| 9/8/2023 | Rolling Road widening project | Neighborhood/civic association | Agree | I support the project but hope it will include a bike lane or safe pedestrian walking path and pull outs for bus stops. Currently when the bus stops in this area it delays traffic. With an appropriate bus pull over lane and pedestrian connections, safety for drivers and those walking to the bus stops will be improved. Safety for bicyclists can also be improved by adding a dedicated bike lane as part of the widening. Would also like you to include flashing yellow turn arrows at the intersection into Saratoga neighborhood with Fullerton road if the project includes updating the traffic light. | |
| 9/9/2023 | New Braddock Rd. | Project webpage | Strongly disagree | It will redirect rush hour traffic through a neighborhood and in front of an elementary school. | Sharon Gottovi |
| 9/10/2023 | Neabsco Mills Road (Fairfax County Trail Maintenance Agreement 110 along Union Mill Rd., Clifton, Va.) | Neighborhood/civic association | Strongly agree | The existing developer-installed 4-foot wide trail from Stonefield Drive North along Union Mill Rd. is 35 years old, has never been repaved, and is damaged causing a safety hazard. The 4-foot trail width is obsolete because it is too narrow for pedestrians, pets, baby carriages, and runners simultaneously. The TMA should be revised to authorize a 5-foot wide trail in its place to better handle trail traffic and funding provided. | al francese |
| 9/11/2023 | New Braddock Rd. | News/media (Newsletter from local BOS member) | Strongly disagree | The extension of New Braddock Road (CE2206) is NOT needed and would be extremely disruptive to the community and Centreville region. Machen Road is an existing 4 lane divided roadway that | Ron Kirkpatrick |

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| | | | | <p>serves the same purpose as the proposed extension of New Braddock Road. Machen Road runs from Route 29 to Route 28 in Centreville (same as the proposed extension of New Braddock Rd.). Extending New Braddock would physically divide the well established Centre Ridge Community, have significant negative environmental impacts (noise, community tree loss, cross multiple existing Fairfax CountyPark Authority properties, impacts to floodplains, wetlands, require a bridge over Big Rocky Run, impacts to wildlife, etc.), and would be extremely costly due to the difficult topography, crossing I-66 and Big Rocky Run. The walkability of the community would be negatively impacted including access to the community elementary school, Centre Ridge Elementary School and the Community Center, community pool, etc... Construction would be extremely disruptive to numerous existing residential properties that have been in place for more than 30 years. In community meetings as recent as March 2023, Sully District Supervisor Kathy Smith has stated she does NOT support moving this project forward. Adding more and more pavement in Centreville is not the answer; more effort is need by transportation planners to encourage alternate means of transportation; mass transit in particular. The environment in Centreville has already been dramatically impacted by years of continued road widening; please look for alternate solutions; rather than continuing the needless addition of lane miles of pavement. The area of Centreville impacted by this proposed road extension has already been negatively impacted by ongoing road construction (I-66 express lanes and Route 28 widening, Route 29 widening) for years and will be for some time into the future</p> | |
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| | | | | (particularly ongoing construction on Route 28 and Route 29). The transportation construction recently completed and ongoing should be analyzed (traffic flow) before additional roadway projects are undertaken. Note: The project description shown is not accurate as the "existing structure" referenced does not exist - was never constructed; adding significant additional cost. | |
| 9/12/2023 | Magarity Road Widening | Project webpage | Strongly disagree | This road is bordered by many residential properties that would be adversely affected by the road widening. Sidewalk improvement projects are being implemented on Magarity Road which may be wasted if the road is widened. Use of this road for additional automobile traffic would not be beneficial for the neighboring communities and would not be pedestrian and bicyclist friendly. There is a school on Magarity Road. Access to the school by pedestrians would be adversely affected by widening of the road. This road should not be used as a cut-through alternative to Route 123 for Tysons traffic. | Elizabeth Yu |
| 9/12/2023 | Dulles Airport Access Road Project | Project webpage | Disagree | I do not think this is project is necessary and is not worth the estimated cost. Traffic on the Dulles Access Road with the existing configuration is not bad. The availability of the Silver Line to Dulles airport reduces the need for increased vehicle capacity on the Dulles Access Road. | Elizabeth Yu |
| 9/12/2023 | VRE Service Improvements (Reduce Headways) | News/media | Strongly agree | | |
| 9/13/2023 | Dulles Toll Road Collector | Advocacy organization | Strongly disagree | Dulles toll road should be demolished and replaced with a two-lane street with transit-oriented development | Mostafa Elnahass |
| 9/13/2023 | Dulles Toll Road Expansion | Advocacy organization | Strongly disagree | Dulles toll road should be demolished and replaced with a two-lane street with transit-oriented development | Mostafa Elnahass |

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| 9/13/2023 | Fairfax County Parkway Improvements | Advocacy organization | Strongly disagree | Fairfax County Parkway is too wide and dangerous and a highway should not run in residential and commercial areas. Should have a road diet, cycling and pedestrian improvements | Mostafa Elnahass |
| 9/13/2023 | Farmwell Road Intersection Improvements | Advocacy organization | Strongly disagree | Farmwell Road should only be 2 lanes with a sidewalk, and protected bicycle lanes with trees and lights on the sidewalks | Mostafa Elnahass |
| 9/13/2023 | Franconia to Occoquan 3rd Track Project | Advocacy organization | Strongly agree | A great addition, needs to be extended and electrified | Mostafa Elnahass |
| 9/13/2023 | Franconia-Springfield Parkway (and SOV) | Advocacy organization | Strongly disagree | This parkway should have a road diet of two lanes. Install protected bicycle lanes, lights, Wide Sidewalks and trees for shade and a transit lane instead of widening it which will have a huge environmental damage and will increase traffic | Mostafa Elnahass |
| 9/13/2023 | Frontier Drive Extension | Advocacy organization | Neutral | Its good to have a connected network but needs a road diet, sidewalks, protected bicycle lanes and strong lights and trees | Mostafa Elnahass |
| 9/13/2023 | Grant Avenue Road Diet | Advocacy organization | Strongly agree | The project will improve walkability, cycling, transit and pedestrian access | Mostafa Elnahass |
| 9/13/2023 | Greensboro Drive Extension | Advocacy organization | Neutral | It will improve accessibility in the area but also should only be two lanes | Mostafa Elnahass |
| 9/13/2023 | Herndon Metrorail Intermodal Access Improvements | Advocacy organization | Strongly agree | Access to the station should be improved for better pedestrian, cyclist and transit riders experience | Mostafa Elnahass |
| 9/13/2023 | Herndon Metrorail Intermodal Access Improvements - Phase II | Advocacy organization | Strongly agree | Access to the station should be improved for better pedestrian, cyclist and transit riders experience | Mostafa Elnahass |
| 9/13/2023 | Frying Pan Road Widening | Advocacy organization | Strongly disagree | There are already a lot of commercial and residential areas and the Innovation Center metro is close by. Frying Pan Road needs a road diet, a transit lane, protected bicycle lanes and wider sidewalks with more frequent crosswalks | Mostafa Elnahass |
| 9/13/2023 | I-66 Improvements | Advocacy organization | Strongly disagree | Urban interstates should be demolished, except the metro, and replaced with a two-lane street with transit-oriented development | Mostafa Elnahass |

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| 9/13/2023 | I-95 Express Lane Extension to Fredericksburg | Advocacy organization | Strongly disagree | Urban interstates should be demolished and replaced with two-lane streets with transit and transit-oriented development | Mostafa ElNahass |
| 9/13/2023 | I-95 Reversible Ramp (EPG Southern Loop Road) | Advocacy organization | Strongly disagree | Urban interstates should be demolished and replaced with two-lane streets with transit and transit-oriented development | Mostafa ElNahass |
| 9/13/2023 | Fairfax County Parkway Improvements | Project webpage | Disagree | I disagree with the addition to this project unless there is even the slightest consideration given to other modalities. Currently FFX parkway has many crossings that are simply pedestrian marked but cross up to 6 lanes with not even a signal or high visibility marking to get to a bus stop across the way. Expecting this to be easier with 8 lanes is comical. Furthermore, while we are blessed with the Fairfax County parkway trail there are missing segments. Presently, the trail does not extend fully where it breaks off from 286 and there are no bike lanes at the interchange of I-95 and FFX Parkway necessitating cyclists to go far north over a different bridge. I understand the realities of suburban voters and that they want more lanes even if it is ill advised long term but the least that could be done is to better protect pedestrians and complete the missing cycling connection from Rolling road over I-95 to the remainder of the FFX trail. | Michael Riccard |
| 9/14/2023 | Fairfax County Parkway Improvements (Every road expansion project) | News/media (Fairfax County Government youtube channel) | Strongly disagree | Drivers are fine. Cyclists are at risk. Pedestrians are either brave or suicidal. Transit riders are not adequately served. The very last thing that we need in Virginia is more roadways. I would walk to the grocery store if there were sidewalks, I would bike to work if there was a safe place to do so, I would take transit across the county if it was convenient or even possible. I drive along the Fairfax County Parkway about every week to visit family. The few times I've been caught in traffic only make me wish for arterial-scale transit more. I'd kill to take a bus from Burke to Herndon, but that bus route does not | Evan Ramee |

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| | | | | exist. I do not enjoy driving and I go out of my way to avoid getting behind the wheel when I can. This choice should be empowered by the transportation plan, not insulted by it. Your job is to serve the people, not the drivers. Remember this. | |
| 9/14/2023 | Boone Blvd Extension | News/media | Disagree | The sunk cost fallacy is a tricky one! Just because we thought this was a good idea yesterday does not mean that we should still build it tomorrow. I would support this project if and only if it coincides with later human scale development to allow multimodal transportation parallel to Rt. 7. | Evan Ramee |
| 9/14/2023 | Braddock Rd Improvements (Fairfax County Pkwy to Rte 123/Ox Road) | News/media | Strongly disagree | I drive along this segment of Braddock road to visit my family in Herndon, and it's fine. These 16.7 million dollars would be much better spend on bike lanes and sidewalk improvements. My dad lives in Burke and I go to GMU. I'd love to commute by bike, to save on room, board, parking, and GHG emissions, but I do not feel safe making the trip when I must bob and weave through incomplete sidewalks and dismount at every intersection so I don't die. | Evan Ramee |
| 9/14/2023 | Braddock Rd Improvements (I-495 to Burke Lake Road) | News/media | Disagree | While I think that HOV lanes on this segment of Braddock Rd. would make transit run faster and more consistently, and that the project is a wholesale improvement to the area, the project should not be exempt from the zero-based budget. | Evan Ramee |
| 9/14/2023 | Fairfax County Parkway Improvements | News/media | Strongly disagree | The span of the Fairfax County Parkway leading into Reston deserves better than mindless expansion. It deserves continuous bike lanes that don't kill your speed at every intersection. It deserves fast and frequent transit for commuters into the Reston area. It deserves a right-sized road and that is what we have today. This project should not be exempt from the zero-based budget. | Evan Ramee |
| 9/14/2023 | Franconia-Springfield Parkway (and SOV) | News/media | Strongly disagree | | Evan Ramee |

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| 9/14/2023 | Franconia-Springfield Parkway (and SOV) | News/media | Strongly disagree | This project will only stand to make driving an easier choice to default to. Why are we spending 16 million dollars to make life easier for those who can afford to drive?? This project should not be exempted from the zero-based budget. | Evan Ramee |
| 9/14/2023 | Greensboro Drive Extension | News/media | Disagree | This project should not be exempted from the zero-based budget, even if it would lead to a denser street grid and a more walkable, more enjoyable Tysons. | Evan Ramee |
| 9/15/2023 | I-95 SB Ramp Improvements | Advocacy organization | Strongly disagree | I95 should be demolished especially in the residential and commercial areas. Urban highways should not exist in urban areas | Mostafa Elnahass |
| 9/15/2023 | I-95/VA 613 Interchange | Advocacy organization | Strongly disagree | I95 must be demolished and VA 613 should undergo a road diet to two lanes with protected bicycle lanes, wide sidewalks, lights and Trees on the edge of sidewalks | Mostafa Elnahass |
| 9/15/2023 | Richmond Highway /Fuller Heights Improvements | Advocacy organization | Strongly disagree | Richmond Urban Highway should undergo a road diet | Mostafa Elnahass |
| 9/15/2023 | King and Beauregard Intersection Improvements, Phases 1 and 2 | Advocacy organization | Strongly disagree | Both King Street and Beauregard Street should undergo a road diet but keep the pedestrian and cycling improvements | Mostafa Elnahass |
| 9/15/2023 | Landmark Transit Center | Advocacy organization | Strongly agree | It will improve transit access in the area | Mostafa Elnahass |
| 9/15/2023 | John Marshall Widening | Advocacy organization | Strongly disagree | John Marshall should undergo a road diet and become a residential street instead. Do not destroy the urban fabric of the area | Mostafa Elnahass |
| 9/15/2023 | John Marshall Widening (University Boulevard to VA 621 Devlin / Balls Ford Road) | Advocacy organization | Strongly disagree | John Marshall should undergo a road diet and become a residential street instead of a wide dangerous highways for all mode users | Mostafa Elnahass |
| 9/15/2023 | Lee Highway Widening | Advocacy organization | Strongly disagree | Lee Highway is already very wide and dangerous, it has a lot of foot traffic because there are a lot of businesses and residential areas on it. It should | Mostafa Elnahass |

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| | | | | undergo a road diet with a protected bicycle lane, wider sidewalks, More lights, More transit access | |
| 9/15/2023 | Liberia Avenue widening | Advocacy organization | Strongly disagree | Liberia avenue and Route 28 should undergo a road diet not widened for more crashes, climate damage, and impossible pedestrian access. | Mostafa ELNahass |
| 9/15/2023 | Long Bridge VA - DC | Advocacy organization | Strongly agree | SHould be funded and accelerate the process of construction as soon as possible. It has massive benefits to the area. SShould also be electrified | Mostafa ELNahass |
| 9/15/2023 | Loudoun County Parkway | Advocacy organization | Strongly disagree | Loudoun COUNTY Parkway should undergo a road diet, Build wide sidewalks, protected bicycle lanes, Plant trees on sidewalks sides, add lights | Mostafa EINahass |
| 9/15/2023 | Loudoun County Parkway Interchange at US 50 | Advocacy organization | Strongly disagree | Route 50 and Loudoun County Parkway should both undergo a road diet and be on grade with each other, remove all interchanges and diamonds | Mostafa EINahass |
| 9/15/2023 | Loudoun County Parkway Widening (Shellhorn Road to Ryan Road) | Advocacy organization | Strongly disagree | Loudoun County Parkway is already too wide with no pedestrian, transit, or cycling access although its adjacent to a lot of residential and commercial areas. It should undergo a road diet instead | Mostafa EINahass |
| 9/15/2023 | Loudoun County Parkway Widening (Shellhorn Road to Ryan Road) | Advocacy organization | Strongly disagree | Shelhourn road and Ryan road are already 4 lanes in a residential area. SShould have a road diet and be two lanes | Mostafa EINahass |
| 9/15/2023 | Loudoun: Evergreen Mills Road Realignment | Advocacy organization | Strongly disagree | The intersecting roads should intersect with a roundabout and the roads should undergo a road diet each two lanes | Mostafa EINahass |
| 9/15/2023 | Magarity Road Widening | Advocacy organization | Strongly disagree | Magarity Road is in a residential area with bus 703 passing through it. Widening it would be very dangerous to pedestrians, cyclists, and transit riders. It should not be widened and it should have protected bicycle lanes instead. The shared walkway is good as well | Mostafa EINahass |
| 9/15/2023 | Marina Way Extended | Advocacy organization | Disagree | It should be designed to create a grid pattern in the area | Mostafa EINahass |
| 9/15/2023 | McGraws Corner Drive | Advocacy organization | Strongly disagree | Should include a road diet | Mostafa EINahass |

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| 9/15/2023 | Multimodal Bridge to Van Dorn Metro Station | Advocacy organization | Strongly agree | Should be funded immediately and work should be accelerated | Mostafa Elnahass |
| 9/15/2023 | Neabsco Mills Road | Advocacy organization | Strongly disagree | Neabsco Mills Rd should undergo a road diet, should build sidewalks, lights, protected bike lanes and better transit access | Mostafa Elnahass |
| 9/15/2023 | New Braddock Rd. | Advocacy organization | Neutral | Should include protected bicycle lanes, road diet, crosswalks, lights and transit access | Mostafa Elnahass |
| 9/15/2023 | New Guinea Road, Construct | Advocacy organization | Strongly disagree | Construct it to create a pattern and not a round wide design. It should be a two-lane street with sidewalks, crosswalks, protected bicycle lanes, transit access | Mostafa Elnahass |
| 9/15/2023 | New Herndon Station Park and Ride Garage | Advocacy organization | Strongly disagree | All Parking next to transit should be replaced by Transit-oriented development | Mostafa Elnahass |
| 9/15/2023 | Park and Ride Lot at Arcola Center | Advocacy organization | Strongly disagree | Park and Ride should be replaced with a transit center with buses that go to all the neighborhoods and does not require a car | Mostafa Elnahass |
| 9/15/2023 | Potomac Shores | Advocacy organization | Strongly agree | Should be accelerated and finalized quickly | Mostafa Elnahass |
| 9/15/2023 | Prentice Drive Improvements | Advocacy organization | Strongly disagree | The road should be straight and not wavy like the design. It should include a sidewalk, protected bicycle lanes, crosswalks, lights and transit access | |
| 9/15/2023 | Reston Parkway Improvements | Advocacy organization | Strongly disagree | Reston Parkway should undergo a road diet, protected bicycle lanes, better transit access, more lights, more crosswalks | |
| 9/15/2023 | Richmond Highway Corridor Improvements | Advocacy organization | Strongly disagree | Richmond highway is already dangerous with multiple crashes, deaths, and pedestrian fatalities. Widening it will cause more fatalities. It should undergo a road diet and become a residential street rather than an urban highway. Install bicycle lanes for equity, build the BRT as soon as possible, more crosswalks, protected bike lanes and trees | |
| 9/15/2023 | Rock Hill Road Overpass Improvements | Advocacy organization | Strongly disagree | Route 267 should be a two-lane street and at grade with rock hill road where it connects with the other side of Fairfax county which is already constructed in a straight line to keep the grid pattern. Should | |

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| | | | | also include protected bicycle lanes, sidewalks, and lights | |
| 9/16/2023 | Rolling Road | Advocacy organization | Strongly disagree | Rolling Road should undergo a road diet along with all the roads connecting to it and add sidewalks, protected bicycle lanes, lights, trees, pedestrian crossings and keep it at grade with other intersecting streets and roads | Mostafa Elnahass |
| 9/16/2023 | Rolling Road widening project | Advocacy organization | Strongly disagree | Rolling Road should undergo a road diet along with all the roads connecting to it and add sidewalks, protected bicycle lanes, lights, trees, and pedestrian crossings and keep it at grade with other intersecting streets and roads. Widening the road will destroy the urban fabric, and create a more dangerous road for pedestrians and other mode users | Mostafa Elnahass |
| 9/16/2023 | Route 1 Improvements | Advocacy organization | Strongly disagree | The only improvement is a road diet to two lanes for cars, LRT, Protected bicycle lanes and widened sidewalks | Mostafa Elnahass |
| 9/16/2023 | Route 1 Metroway Extension (Alexandria) | Advocacy organization | Strongly agree | Should be extended and in the future transformed to an LRT | Mostafa Elnahass |
| 9/16/2023 | Route 7-690 Interchange | Advocacy organization | Strongly disagree | Route 690 should be at grade with Route 7 and an intersection with a four-way pedestrian crossing. Also, route 7 should undergo a road diet to two-lane street with a protected bicycle lane, sidewalks and lights | Mostafa Elnahass |
| 9/16/2023 | Rolling Road widening project | Advocacy organization | Strongly disagree | nstead of widening the road, I suggest implementing a comprehensive urban design approach that prioritizes the safety and convenience of pedestrians and cyclists. This can include constructing wide sidewalks, protected bicycle lanes, installing proper street lighting, planting trees for shade and aesthetics, and implementing a road diet to convert a two-way street into a more pedestrian-friendly environment. Additionally, creating more pedestrian crossings will enhance safety and encourage more people to walk and cycle, reducing the reliance on automobiles | Mostafa Elnahass |

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| | | | | and promoting sustainable modes of transportation. This holistic approach not only improves mobility but also fosters a healthier and more vibrant urban community. | |
| 9/16/2023 | Rollins Ford Road | Advocacy organization | Strongly disagree | Transforming sections of Rollins Ford Road into a two-way street with a road diet, coupled with the construction of wide sidewalks, protected bicycle lanes, ample street lighting, tree-lined pathways, and additional pedestrian crossings, would be a significant step towards creating a more accessible and sustainable urban environment. This integrated approach not only promotes safe and efficient road use but also encourages healthier modes of transportation like walking and cycling. It enhances overall mobility, reduces traffic congestion, and fosters a more attractive and pedestrian-friendly community for residents and visitors alike. Such initiatives align with modern urban planning principles that prioritize safety, environmental sustainability, and community well-being. | Mostafa Elnahass |
| 9/16/2023 | Route 7/George Washington Blvd Overpass | Advocacy organization | Strongly disagree | Implementing a road diet for both George Washington and Route 7, while keeping them at grade, and incorporating features like wide sidewalks, protected bicycle lanes, adequate lighting, tree planting, and additional pedestrian crossings would be a commendable urban development strategy. This approach not only promotes traffic flow efficiency but also fosters a safer and more inclusive environment for all road users. By prioritizing pedestrian and cyclist infrastructure alongside vehicular traffic, this initiative encourages sustainable transportation options, reduces congestion, enhances safety, and contributes to the overall livability of the community. It aligns with contemporary urban planning principles that seek to create balanced, | Mostafa Elnahass |

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| | | | | accessible, and environmentally friendly transportation corridors. | |
| 9/16/2023 | Rte 7 Corridor Improvements - Phase 2 | Advocacy organization | Strongly disagree | Implementing a road diet on Route 7, combined with the construction of wide sidewalks, protected bicycle lanes, adequate street lighting, tree planting, and additional pedestrian crossings, represents a holistic approach to improving transportation infrastructure and enhancing the urban environment. Furthermore, integrating a Light Rail Transit (LRT) line from Alexandria would be a transformative addition to the area's public transit system, offering a sustainable and efficient alternative to private vehicles. This comprehensive plan not only promotes safety and accessibility for all road users but also addresses the growing demand for sustainable mobility options, reducing traffic congestion, and contributing to a more environmentally friendly and vibrant community. | Mostafa ELNahass |
| 9/16/2023 | Route 15 Bypass/Edwards Ferry Road Interchange | Advocacy organization | Strongly disagree | Demolishing the Route 15 Bypass and implementing a road diet for Edwards Ferry Road, complete with a transition to a two-lane street, wide sidewalks, protected bicycle lanes, adequate street lighting, tree planting, and additional pedestrian crossings, is a comprehensive approach to urban development that prioritizes safety, accessibility, and sustainability. In addition to these improvements, the addition of more transit bus lines and enhanced access would further contribute to a more efficient and inclusive transportation network. This multifaceted plan aligns with modern urban planning principles, reducing traffic congestion, encouraging alternative modes of transportation, and fostering a more connected and livable community for residents and visitors. | Mostafa ELNahass |
| 9/16/2023 | Route 15 North Widening | Advocacy organization | Strongly disagree | Converting Route 15 into a two-lane street with a road diet, while also incorporating wide sidewalks, protected bicycle lanes, ample street lighting, tree | Mostafa ELNahass |

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| | | | | planting, additional pedestrian crossings, and improved transit infrastructure such as more bus lines and better access, would represent a holistic and sustainable approach to urban development. This comprehensive plan not only enhances safety and mobility for all road users but also promotes alternative transportation options, reduces traffic congestion, and creates a more appealing and pedestrian-friendly environment. Such initiatives align with contemporary urban planning principles, fostering a more connected, accessible, and environmentally friendly community that benefits both residents and visitors. | |
| 9/16/2023 | Roundabout Sudley/Centreville | Advocacy organization | Disagree | Transforming Centerville Road, Sudley Road, and Prescott Road into two-lane streets without slip lanes, combined with the installation of traffic lights before crosswalks, wide sidewalks, protected bicycle lanes, proper lighting, tree-lined pathways, additional pedestrian crossings, and improved transit infrastructure, represents a comprehensive and forward-thinking approach to urban development. This holistic plan prioritizes safety, accessibility, and sustainability, creating a more inviting and inclusive environment for all road users. By promoting alternative modes of transportation and reducing traffic congestion, it contributes to a more vibrant and connected community, aligning with modern urban planning principles that aim to enhance the overall quality of life for residents and visitors. | Mostafa ELNahass |
| 9/16/2023 | Rte. 28 Bypass | Advocacy organization | Strongly disagree | Deciding not to construct the Route 28 Bypass in order to preserve the existing urban fabric is a thoughtful and community-oriented approach to urban planning. Such a decision acknowledges the importance of maintaining the character and integrity of the surrounding neighborhoods and infrastructure. It prioritizes the preservation of local | Mostafa ELNahass |

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| | | | | communities, historic landmarks, and green spaces over the construction of new transportation infrastructure. This choice aligns with the principles of sustainable urban development and the need to balance progress with the preservation of a city's unique identity and heritage. | |
| 9/16/2023 | Route 50 Corridor Improvements in Fairfax and Loudoun Counties | Advocacy organization | Strongly disagree | Transforming Route 50 in Virginia into a two-way street with wide sidewalks, Light Rail Transit (LRT), protected bicycle lanes, proper street lighting, tree-lined pathways, additional pedestrian crossings, and enhanced transit bus lines and access would represent a comprehensive and forward-thinking urban development strategy. This holistic approach prioritizes safety, accessibility, and sustainability, offering a more attractive and inclusive environment for all road users. By promoting alternative modes of transportation and reducing traffic congestion, it contributes to a more vibrant and connected community, aligning with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and create a more efficient and equitable transportation network for residents and visitors alike. | Mostafa ELNahass |
| 9/16/2023 | Route 50 / Everfield Roundabout | Advocacy organization | Strongly disagree | Designing a roundabout without slip lanes, featuring wide sidewalks with crosswalks and signals, maintaining a single-lane configuration, incorporating protected bicycle lanes, proper lighting, tree planting, additional pedestrian crossings, and improving transit bus lines and access, is a comprehensive and safety-focused approach to urban planning. This design prioritizes the safety and convenience of all road users, encourages sustainable modes of transportation like cycling and walking, and enhances the overall aesthetics and functionality of the roundabout. By promoting a more accessible and inclusive urban environment, it aligns with modern urban planning | Mostafa ELNahass |

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| | | | | principles that aim to create safer, greener, and more efficient transportation systems for the community. | |
| 9/16/2023 | Shirley Gate Road Improvements | Advocacy organization | Strongly disagree | Improving Shirley Gate Road by converting it into a two-lane street with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and enhanced transit infrastructure is a commendable urban development strategy. This approach prioritizes safety, accessibility, and sustainability, creating a more inviting and inclusive environment for all road users. By promoting alternative modes of transportation, reducing traffic congestion, and enhancing public transit options, it contributes to a more vibrant and connected community. This aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors. | Mostafa ELNahass |
| 9/16/2023 | Soapstone Drive Connector | Advocacy organization | Strongly disagree | Transforming Route 267 into a two-lane street and ensuring that the Soapstone Connector is at grade with it, featuring a four-way intersection, and enhancing both streets with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure, represents a comprehensive and community-oriented urban development approach. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, it contributes to a greener and more connected community, aligning with modern urban planning principles that aim to enhance overall quality of life, reduce carbon | Mostafa ELNahass |

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| | | | | emissions, and ensure efficient and equitable access for residents and visitors. | |
| 9/16/2023 | Sterling Boulevard Extension | Advocacy organization | Disagree | Implementing a road diet on Sterling Boulevard to convert it into a two-way street, while removing service roads and enhancing it with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure, including an extension to the Loudoun Gateway metro station, is a comprehensive and forward-thinking approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, it contributes to a more vibrant and connected community. This aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors. | Mostafa ELNahass |
| 9/16/2023 | Sudley Manor Drive/Prince William Parkway Interchange | Advocacy organization | Strongly disagree | Converting both Prince William Parkway and Sudley Manor Road into at-grade, four-way intersections with no slip lanes and transforming them into two-way streets, while removing service roads and enhancing them with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure without constructing interchanges or cloverleaves, is a comprehensive and community-centered urban development strategy. This approach prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, it contributes to a | Mostafa ELNahass |

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| | | | | more vibrant and connected community. This aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors. | |
| 9/16/2023 | Sudley Road 3rd Lane, NB | Advocacy organization | Strongly disagree | Implementing a road diet on Sudley Road to convert it into a two-lane street, while removing service roads and enhancing it with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure without constructing interchanges or cloverleaves, is a thoughtful and community-centered approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, it contributes to a more vibrant and connected community. This aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors. | Mostafa ELNahass |
| 9/16/2023 | Sycolin Road – Loudoun Center Place to Crosstrail Boulevard | Advocacy organization | Strongly disagree | Implementing a road diet on Sycolin Road to convert it into a two-lane street while removing service roads, and enhancing it with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure is a sensible and community-focused approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, it contributes to a | Mostafa ELNahass |

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| | | | | more vibrant and connected community. Avoiding road widening, which can indeed lead to safety concerns and health consequences, aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors. | |
| 9/16/2023 | Stringfellow Roadway Improvements | Advocacy organization | Neutral | Implementing a road diet on Stringfellow Road to convert it into a two-lane street with a tree-lined median and shared-use paths on both sides is a thoughtful and sustainable urban development approach. This strategy prioritizes safety, aesthetics, and multi-modal transportation. The addition of trees in the median not only enhances the visual appeal of the road but also provides shade and environmental benefits. Having shared-use paths on both sides of the street encourages active transportation, such as walking and cycling, and ensures accessibility for all residents and visitors. This approach aligns with modern urban planning principles that aim to create more pedestrian-friendly and eco-friendly environments, ultimately enhancing the overall quality of life in the community. | Mostafa ELNahass |
| 9/16/2023 | Telegraph Road | Advocacy organization | Strongly disagree | Converting Telegraph Road into a two-lane street, eliminating service roads, and enhancing it with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure is a thoughtful and community-oriented approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. Avoiding road widening, which can indeed lead to safety concerns and health consequences, aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon | Mostafa ELNahass |

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| | | | | emissions, and ensure efficient and equitable access for residents and visitors. This comprehensive plan promotes alternative modes of transportation, reduces traffic congestion, and fosters a healthier and more vibrant community while respecting the well-being and safety of its residents. | |
| 9/16/2023 | TIP Grouping project for Construction: Safety/ITS/Operational Improvements | Advocacy organization | Strongly disagree | Focusing on rapid transit expansion, sidewalk expansion, a protected bicycle lane network, adequate street lighting, and tree planting along sidewalks is an excellent approach to urban development that prioritizes sustainability, safety, and accessibility. By concentrating efforts on these initiatives, communities can reduce car dependence and promote the use of multimodal transportation options. Rapid transit expansion enhances public transportation accessibility, reducing the need for individual car ownership. Expanding sidewalks and bicycle lanes encourages walking and cycling, reducing traffic congestion and improving public health. Proper street lighting enhances safety for pedestrians and cyclists, and planting trees not only beautifies the environment but also provides shade and reduces the urban heat island effect. This holistic approach aligns with modern urban planning principles that aim to create more sustainable, livable, and inclusive communities. By reducing car dependence and offering alternatives, it contributes to a greener and more resilient urban future. | Mostafa ELNahass |
| 9/16/2023 | Town Center Parkway (underpass DTR) | Advocacy organization | Strongly disagree | Converting Route 267 into a two-lane street and Town Center Parkway to an at-grade, two-lane street, while removing service roads and enhancing both with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure is a sensible and community-oriented | Mostafa ELNahass |

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| | | | | <p>approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. Avoiding road widening, which can lead to safety concerns and health consequences, aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, this comprehensive plan fosters a healthier and more vibrant community while respecting the safety and well-being of its residents.</p> | |
| 9/16/2023 | US 1 Bus Rapid Transit | Advocacy organization | Strongly agree | <p>BRT should be constructed immediately and in the future converted to an LRT</p> | Mostafa ELNahass |
| 9/16/2023 | US 15 Improvements | Advocacy organization | Strongly disagree | <p>Implementing a road diet on US 15 to convert it into a two-lane street while enhancing it with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure is a well-considered approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. Avoiding road widening, which can lead to safety concerns and health consequences, aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, this comprehensive plan fosters a healthier and more vibrant community while respecting the safety and well-being of its residents.</p> | Mostafa ELNahass |

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| 9/16/2023 | US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway) | Advocacy organization | Strongly disagree | <p>Implementing a road diet on US 29 to convert it into a two-lane street while enhancing it with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure is a well-thought-out approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. Avoiding road widening, which can lead to safety concerns and health consequences, aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, this comprehensive plan fosters a healthier and more vibrant community while respecting the safety and well-being of its residents.</p> | Mostafa ELNahass |
| 9/16/2023 | VA 7 | Advocacy organization | Strongly disagree | <p>Transforming the entire stretch of Route 7 from Alexandria to West Virginia into a two-lane street with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure is a holistic and community-centered approach to urban development. Avoiding road widening, which can lead to safety concerns and health consequences, aligns with modern urban planning principles that prioritize safety, sustainability, and accessibility. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, this comprehensive plan fosters a healthier and more vibrant community while respecting the safety and well-being of its residents. Such initiatives aim to enhance overall quality of life, reduce carbon emissions, and ensure</p> | Mostafa ELNahass |

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| | | | | efficient and equitable access for residents and visitors along Route 7. | |
| 9/16/2023 | VA 7 and Rte. 690 Interchange | Advocacy organization | Strongly disagree | Implementing at-grade intersections without interchanges or cloverleaves for both Route 7 and 690, and converting them into two-lane streets with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure, is a well-considered approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. By enhancing both roadways in this manner, communities can reduce car dependence, promote the use of alternative transportation options, and foster a healthier and more vibrant urban landscape. This approach aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors. | Mostafa ELNahass |
| 9/16/2023 | US 50 Improvements | Advocacy organization | Strongly disagree | Implementing a road diet on US 50 to convert it into a two-lane street while enhancing it with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure is a sensible and community-centered approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. Avoiding road widening, which can lead to safety concerns and health consequences, aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors. By promoting alternative modes of transportation, reducing traffic | Mostafa ELNahass |

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| | | | | congestion, and expanding public transit options, this comprehensive plan fosters a healthier and more vibrant community while respecting the safety and well-being of its residents. | |
| 9/16/2023 | VA 123 Widening (Fairfax) | Advocacy organization | Strongly disagree | It's concerning that Route 123, currently an eight-lane road, hasn't yet been transformed into a more appropriate two-lane street, especially in a transit-rich area. The focus should be on creating a balanced transportation environment with wide sidewalks, protected bicycle lanes, adequate street lighting, tree planting, additional pedestrian crossings, and improved public transit access. Expanding the road would only exacerbate safety issues and health concerns for the community, so it's crucial to prioritize these sustainable and safety-conscious measures to create a more livable and resilient urban environment. | Mostafa ELNahass |
| 9/16/2023 | VA 9 Improvements | Advocacy organization | Strongly disagree | Converting VA 9 into a two-lane street with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure is a prudent and safety-focused approach to urban development. Expanding the road could indeed lead to safety concerns and health consequences. Prioritizing these sustainable and safety-conscious measures fosters a healthier, more walkable, and vibrant urban environment, ultimately improving the quality of life for residents and visitors while ensuring their safety. | Mostafa ELNahass |
| 9/16/2023 | VA 17 Intersection Improvements in Warrenton | Advocacy organization | Strongly disagree | Transforming VA 17 into a two-way street with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, improved transit infrastructure, and a pedestrian and cyclist-friendly intersection without slip lanes is a comprehensive and community-focused approach to urban development. This strategy prioritizes safety, accessibility, and | Mostafa ELNahass |

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| | | | | sustainability, creating a more inviting and interconnected environment for all road users. It promotes alternative modes of transportation, reduces traffic congestion, and fosters a healthier and more vibrant community. Such initiatives align with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors. | |
| 9/16/2023 | VA Route 28 Widening (Prince William County Line to Route 29) | Advocacy organization | Strongly disagree | Transforming VA Route 28 and Route 29 into two-way streets with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, improved transit infrastructure, and creating pedestrian and cyclist-friendly intersections without slip lanes is a comprehensive and community-focused approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. By promoting alternative modes of transportation, reducing traffic congestion, and enhancing public transit options, these initiatives foster a healthier and more vibrant community while respecting the safety and well-being of its residents and visitors. This approach aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for all. | Mostafa ELNahass |
| 9/16/2023 | VA 123 Widening (Prince William) | Advocacy organization | Strongly disagree | Converting VA 123 into a two-way street, enhancing it with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, improved transit infrastructure, and creating pedestrian and cyclist-friendly intersections without slip lanes is a comprehensive and forward-thinking approach to urban development. This strategy prioritizes safety, | Mostafa ELNahass |

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| | | | | accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. By promoting alternative modes of transportation, reducing traffic congestion, and enhancing public transit options, these initiatives contribute to a healthier and more vibrant community while respecting the safety and well-being of its residents and visitors. This aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for all. | |
| 9/16/2023 | VA 17 Intersection Improvements in Warrenton | Advocacy organization | Strongly disagree | Enhancing the intersection at VA 17 with four-way crosswalks, creating a two-way street for bike crossings, and improving it with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, enhanced transit infrastructure, and pedestrian and cyclist-friendly design without slip lanes is a comprehensive and community-centered approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, these initiatives foster a healthier and more vibrant community while ensuring the safety and well-being of its residents and visitors. Such an approach aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for all. | Mostafa ELNahass |
| 9/16/2023 | VA 7, Widen | Advocacy organization | Strongly disagree | Transforming the entire stretch of Route 7 from Alexandria to West Virginia into a two-lane street with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian | Mostafa ELNahass |

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| | | | | crossings, and improved transit infrastructure is a holistic and community-centered approach to urban development. Avoiding road widening, which can lead to safety concerns and health consequences, aligns with modern urban planning principles that prioritize safety, sustainability, and accessibility. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, this comprehensive plan fosters a healthier and more vibrant community while respecting the safety and well-being of its residents. Such initiatives aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors along Route 7. | |
| 9/16/2023 | VRE Service Improvements (Reduce Headways) | Advocacy organization | Neutral | VRE SShould run 24 hours bidirectional, should be electrified and have 15 minute headways | Mostafa ELNahass |
| 9/16/2023 | VA 613 Van Dorn Interchange at VA 644 Franconia Road | Advocacy organization | Strongly disagree | Converting both 613 and 644 into two-lane streets with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, improved transit infrastructure, and a focus on safety and accessibility is a commendable approach to urban development. This strategy promotes alternative modes of transportation, reduces traffic congestion, and enhances the overall quality of life for residents and visitors. By prioritizing these initiatives, communities can create more vibrant, sustainable, and inclusive environments that benefit everyone. | Mostafa ELNahass |
| 9/16/2023 | VA 234 Bypass @ BallsFord | Advocacy organization | Strongly disagree | Opting to keep VA 234 at Bullsford Road as an at-grade intersection and transforming both roads into two-lane streets with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, improved transit infrastructure, and a focus on safety and accessibility is a thoughtful and community- | Mostafa ELNahass |

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| | | | | centered approach to urban development. This strategy promotes alternative modes of transportation, reduces traffic congestion, and enhances the overall quality of life for residents and visitors. By prioritizing these initiatives and avoiding overpasses or interchanges, communities can create more vibrant, sustainable, and inclusive environments that benefit everyo | |
| 9/16/2023 | VA 234 Bypass @ Dumfries Road | Advocacy organization | Strongly disagree | Opting to keep VA 234 at Dumfries Road as an at-grade intersection and transforming both roads into two-lane streets with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, improved transit infrastructure, and a focus on safety and accessibility is a thoughtful and community-centered approach to urban development. This strategy promotes alternative modes of transportation, reduces traffic congestion, and enhances the overall quality of life for residents and visitors. By prioritizing these initiatives and avoiding overpasses or interchanges, communities can create more vibrant, sustainable, and inclusive environments that benefit everyo | Mostafa ELNahass |
| 9/16/2023 | VA 234 Bypass interchange @ Clover Hill Road | Advocacy organization | Strongly disagree | Opting to keep VA 234 at Clover hill Road as an at-grade intersection and transforming both roads into two-lane streets with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, improved transit infrastructure, and a focus on safety and accessibility is a thoughtful and community-centered approach to urban development. This strategy promotes alternative modes of transportation, reduces traffic congestion, and enhances the overall quality of life for residents and visitors. By prioritizing these initiatives and avoiding overpasses or interchanges, communities can | Mostafa ELNahass |

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| | | | | create more vibrant, sustainable, and inclusive environments that benefit everyo | |
| 9/16/2023 | Wellington Road Improvements | Advocacy organization | Strongly disagree | Transforming Wellington Road into a two-way street and enhancing it with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, improved transit infrastructure, and pedestrian and cyclist-friendly design without slip lanes is a comprehensive and community-centered approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, these initiatives contribute to a healthier and more vibrant community while ensuring the safety and well-being of its residents and visitors. Such an approach aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for all. | Mostafa ELNahass |
| 9/16/2023 | Williamson Boulevard Improvements | Advocacy organization | Strongly disagree | Your description of transforming Williamson Boulevard into a two-way street and enhancing it with various features like wide sidewalks, protected bicycle lanes, street lighting, tree planting, additional pedestrian crossings, improved transit infrastructure, and a focus on pedestrian and cyclist-friendly design without slip lanes is well-thought-out and aligns with modern urban planning principles. This approach prioritizes safety, accessibility, and sustainability, ultimately creating a more inviting and interconnected environment for all road users. By emphasizing alternative modes of transportation, reducing traffic congestion, and expanding public transit options, these initiatives contribute to a healthier, more vibrant community | Mostafa ELNahass |

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| | | | | while ensuring the safety and well-being of both residents and visitors. Your vision reflects a comprehensive and community-centered strategy aimed at enhancing the overall quality of life, reducing carbon emissions, and ensuring efficient and equitable access for everyone. | |
| 9/16/2023 | New Braddock Rd. | Neighborhood/civic association | Strongly disagree | <p>I strongly oppose Project CE 2206 to extend New Braddock Rd to Stone Rd for a number of reasons. There is no need for this project. To drive from point A to point B currently takes 5-10 minutes, and 10-15 minutes at most during the worst of rush hour. why embark on this massive and disruptive project to alleviate a small amount of traffic to save drivers a few minutes? The project would cause safety issues for school age children. Currently, walkers to Centre Ridge Elementary school, and children who take the bus for Bull Run ES, Liberty and Rocky Run MS, and Centreville HS from the corner of New Braddock and Store House Dr have a relatively safe environment. If the project happens, they would not. Children would have to walk across New Braddock to get to CRES. They also have to walk along New Braddock to get to CRES. I raised my 3 children and have walked in that area hundreds of times throughout their school years. I guarantee there would be a lot of problems with child safety and New Braddock drivers if the road is extended. The project would divide our community that has been in place for 30 years. It would take a beautiful, nature filled area that my children and many other neighborhood children over the years love, and replace it with another road. The actual building and maintaining of the road is something I question. The topography of the area will be challenging to overcome. Besides actually leveling that area to be suitable for a road, every time it rains, the creek fills and rushing stormwater</p> | Jon Yudt |

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| | | | | <p>sometimes breaches its edges and overflows the creek. The topography is also changing over time because of stormwater eroding and changing the land. That issue would definitely need to be studied. I also question how a road will actually fit between the houses and properties that the road would split. I'm sure this was considered, but I urge anyone making decisions to please come to my house, or the dozens of houses that would have the road directly in their backyards, to take a quick look. You will also question how a road can be constructed to fit between houses. There are other reasons I strongly oppose this project, but the above are sufficient. Most importantly, the actual benefit to commuters or traffic flow is negligible. Even more important is the safety to the hundreds of children and adults who use the New Braddock/Store House Dr/Centre Ridge ES area daily. Thank you for considering my input. Please reach out to me for any more input. If someone would like to come to my house to talk further, or to walk and look at the land and creek where the road would be, please contact me. Thanks again. Jon Yudt 703 244 0487 Jon.yudt@verizon.net</p> | |
| 9/16/2023 | VRE - Broad Run Expansion | Advocacy organization | Strongly agree | The expansion and electrification of the VRE Washington District Line should be acquired and extended to Charlottesville. | Mostafa ELNahass |
| 9/16/2023 | VRE L'Enfant Station and 4th Track | Advocacy organization | Strongly agree | Fourth track should be added and the line should be electrified | Mostafa ELNahass |
| 9/18/2023 | Braddock Rd Improvements (Fairfax County Pkwy to Rte 123/Ox Road) | VDOT meeting | Neutral | Before spending money on an overpass at Fairfax County Parkway and Popes Head Road. Could VDOT please experiment with efficient light timing. A "smart" traffic light. which accurately gives back the green when no cars are waiting could greatly improve the intersection. Perhaps make it so the bridge is not needed? | |

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| 9/18/2023 | Fairfax County Parkway Improvements (Monument Drive/Fairfax County Parkway/Fair Lakes Parkway) | TAC meeting to add Smart Traffic lights | Strongly agree | Smart traffic lights can see cars/bikes/pedestrians which all use this intersection at varied timing and often one or two at a time. The current signal timing cannot tell if 1 or 15 cars need to progress through the intersection. A smart light can...and will allow for pedestrians crossing safely. | D Schneider |
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Table 6. Virginia Project Suggestions

| | Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)? | Name |
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| 2/27/2023 | BRT | |
| 3/17/2023 | A POTOMAC RIVER CROSSING to connect Loudon County VA to Montgomery County MD and stop the ridiculous commute down and into the beltway and then back out west simply to get to Dulles area or points west. | Greg Visscher |
| 3/22/2023 | 1. Occoquan to Neabsco Creek 3rd/4th Track Project (VPRA TRV) - Phase 3 2. Neabsco Creek to Quantico 3rd/4th Track Project (VPRA TRV) - Phase 3 3. Alexandria to Springfield 4th Track Project (VPRA TRV) - Phase X 4. Franconia to Occoquan 4th Track Project (VPRA TRV) - Phase X 5. I-95 Bi-Directional Express Lanes Dale City to Springfield 6. I-95 Bi-Directional Express Lanes Stafford CL to Dale City 7. North Woodbridge to Potomac Mills Fixed Guideway Study (Bus Transit/Rail) 8. US 1 Bus Rapid Transit (Woodbridge to Dumfries) 9. VA28/Old Centreville Rd Bus Rapid Transit (Manassas to Centreville) 10. VA234 Business Bus Rapid Transit 11. Route 29 Alternate (Close Route 29/Remove Battlefield Bypass) 12. I-66 Trail over Bull Run 13. Active Transportation Interstate crossings 14. 2nd Rosslyn WMATA Station 15. Fair Oak WMATA Station | Mark Scheufler |
| 6/14/2023 | Yes, WMATA (Metro) or even competing transit systems to bring prices down, reduce traffic. Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, dedicated SAFE bike lanes, transit. | |
| 6/14/2023 | There should be a package of transit station access improvements to support safe, convenient walking and biking access to Metro, VRE, bus rapid transit stations, and stops along high-frequency bus lines. There should be more safe, dedicated bike lanes so people can commute easily within their own community! | Andy |
| 6/14/2023 | With the extension of the silver line, our transit options and stations should increase. Transit-oriented development will help people move to where they need to easier, faster, safer and reduce their carbon footprint. Make cities made for people, not cars! | |

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| 6/14/2023 | Build more transit-oriented development projects, where the projects' focus is on providing communities alternatives to driving to get around. Such as metro, VRE, other transit systems such as BRTs. Dedicated and SAFE bike lanes. Widening roads only makes streets less safe for our kids, and separates communities! | |
| 6/14/2023 | Yes. Road diets everywhere, please and thank you. | Kripa Patwardhan |
| 6/15/2023 | BRT along Rt. 7 | John Burke |
| 6/19/2023 | In general more funds towards bus, bike and pedestrian facilities | Mary Crowe |
| 6/23/2023 | National Landing to National Airport pedestrian bridge - this project is critical to knitting together the airport and multimodal hub in Crystal City. Route 1 boulevard conversion in National Landing - remaking this corridor as a people-friendly space is a key regional goal. | Kevin O'Brien |
| 6/23/2023 | Countywide packages of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops. This should be funded in all Virginia counties. | Kevin O'Brien |
| 6/27/2023 | Expansion of metro rail access towards Burke and Fairfax City. | |
| 7/7/2023 | National Landing to National airport pedestrian bridge. This project will provide access for residents in National Landing and connect transit users to National Airport. | Joan McIntyre |
| 7/29/2023 | Route 7 BRT needs to be in Visualize 2050. The planned Route 7 Bus Rapid Transit from Tysons to Alexandria will significantly improve travel on Northern Virginia's second busiest bus corridor and support plans for walkable transit-friendly activity centers. | Bill Pugh, Coalition for Smarter Growth |
| 7/31/2023 | I support the Route 1 Bus Rapid Transit. We need better ways to get around the County without requiring residents to own cars. I can't afford one in my budget. TPB member agencies need to submit projects that better reflect regional and local policy goals to address climate change, reduce driving, increase access to jobs by transit, and address regional equity. This means removing many of the proposed 900 new lane miles of road widening. Shift dollars proposed for highway and arterial expansion to address unmet climate resilience and transit funding needs. Thank you, Sam Ressin Vienna, VA | Sam Ressin |
| 8/15/2023 | Route 7 BRT should be include. I also suggest your consideration of Transit Station access packages where you can tie together needed improvements to safety, walking and biking to Metro, BRT and other transit stations. | Sonya Breehey |
| 8/29/2023 | See comments provided on prior question about Orange Line extension to Centreville. This extension would add much needed transit to Fair Oaks and Centreville. The county is building a new garage at Monument Dr to serve transit, so please bring us transit. | Elizabeth Stein McCartney |
| 8/29/2023 | Better living experience, through improved public transportation access! | Serge Kaddoura |
| 8/30/2023 | I would suggest looking into BRT for Route 7 for the same reasons that BRT has been suggested for Route 1. | |

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| 8/31/2023 | Transit Station Access Packages - Package needed improvements to support safe, convenient walking & biking access to Metro, VRE, planned BRT stations, and stops along high-frequency bus lines. | |
| 9/5/2023 | Route 7 Bus Rapid Transit – The planned Route 7 BRT will significantly improve travel on Northern Virginia’s second busiest bus corridor and support plans for walkable transit-friendly activity centers. | Kevin |
| 9/5/2023 | Keep out of Visualize 2050 proposals for new Potomac River bridges and highways from Loudoun Co. to Montgomery Co. and from Prince William Co. to Charles Co. These multi-billion dollar proposals would destroy rural and Potomac River natural areas and fuel more sprawl and traffic. TPB’s own analysis has shown that they would have little benefit to improving travel in the region. These proposals are not consistent with TPB's policy framework. They would divert significant resources from TPB's identified priority strategies and are inconsistent with multiple TPB policy goals, for example undermining "Bring Jobs and Housing Closer Together" and "Actively encourage mode shift away from less climate-friendly modes like single occupancy vehicles". | Bill Pugh |
| 9/6/2023 | VRE Expansion | Mostafa ElNahass |
| 9/6/2023 | VRE expansion and electrification | Mostafa ElNahass |
| 9/6/2023 | Buy all ROW from freight rail | Mostafa ElNahass |
| 9/6/2023 | Electrify all rail lines in the area | Mostafa ElNahass |
| 9/6/2023 | Prince William County needs to prioritize and submit to Visualize 2050 a countywide package of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops. This would be a regionally significant project package, and a higher priority according to TPB's policy framework, compared to many of the proposed county road widening projects. | Bill Pugh |
| 9/6/2023 | Pedestrian and bike Metrorail station access improvements within 1/2 mile of West Falls Church, Tysons, Reston, Herndon and Ashburn stations. | Douglas Stewart |
| 9/13/2023 | Trolley buses replacing Diesel and CNG busses | Mostafa ElNahass |
| 9/15/2023 | Loudoun County Transit improvements | Mostafa ELNahass |
| 9/15/2023 | Creating a grid pattern in Northern Virginia like Old town Alexandria | Mostafa ElNahass |
| 9/15/2023 | VRE Electrification | Mostafa ElNahass |
| 9/16/2023 | Washington and Old Dominion Railway Revived as a VRE line | Mostafa ELNahass |

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| 9/16/2023 | VRE Northwest Route to Dulles Airport and West Virginia | Mostafa ELNahass |
| 9/16/2023 | VRE Extension to Richmond | Mostafa ELNahass |
| 9/18/2023 | Smart traffic lights. Test intersections at Fairfax County Parkway and Monument Drive. Franklin Farm Rd and West Ox Rd, Fair Oaks Hospital and Rugby Rd. High impact for travelers, excellent test sites for feedback. | D Schneider |

Table 6. Multi-jurisdictional Project Suggestions

| Date | Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)? | Name |
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| 2/27/2023 | Complete all unbuilt segments of the National Capital Trail Network by 2030. Each unbuilt trail segment should be listed as a separate project. | Allen Muchnick |
| 3/3/2023 | Complete all unbuilt segments of the TPB's National Capital Trail Network by 2030. The individual trail segments could be listed as separate, standalone trail projects. For Prince William County, the key projects would include 1) the East Coast Greenway (Occoquan River to Stafford County line), 2) the I-66 Trail (Route 15 to Bull Run Rd in Fairfax County, especially the crossing of Bull Run from the east end of Balls Ford Rd [and perhaps also from Vandoor Dr]), 3) the Rte 234/Manassas Bypass Trail from Brentsville Rd to I-66/VA-29 in Gainesville, 4) all Minnieville Rd shared-use path gaps, especially north of Rte 294 (erroneously depicted as existing), 5) Shared-use path crossings of I-95 and US-1, especially at Rte 234, Rte 294, Rte 123, Dale Blvd, and Opitz Blvd, 6) Rte 29 Trail (Fairfax Co. line to Fauquier Co. line), and 7) Signal Hill Rd from Liberia Ave to Signal View Dr (also erroneously depicted as existing). The other NCTN elements in PWC would presumably be built as part of concurrent road widening projects which are of otherwise dubious value. | Allen Muchnick |
| 3/13/2023 | Cancel all highway widening projects - they will only increase car pollution and greenhouse gas emissions, making our planet hotter and deadlier. All money should be invested in electrification and public transportation, as well as making towns and cities accessible by bike and on foot. | |
| 3/14/2023 | congestion pricing projects | Steve Wardell |

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| 3/18/2023 | Incentives to continue and expand telecommuting for work, medical appointments, meetings and government hearings. | Nancy Soreng |
| 6/14/2023 | More money for bike and ped improvements. | JoAnne Fiebe |
| 6/14/2023 | See my comments regarding the proposed toll lanes on I495 and I270 between the American Legion Bridge and Frederick, MD - these comments are applicable to ALL toll roads adjacent to non-toll roads: Funding used for toll lanes to run alongside non-toll highways, is not doing anything to help reduce the carbon footprint, while only helping those who can afford to drive on toll lanes, and helping the corporate oligarchs who build them, and earn revenue from the tolls. And these toll lanes are way underutilized, making their construction a totally wasteful use of resources and taxpayer money. Anyone who drives on the NOVA portion of the I-495 beltway that has toll roads, knows exactly what I'm talking about - even during rush hour, the toll lanes are hardly used, while the regular lanes are packed, business as usual. Funding toll lanes to run alongside non-toll highways, is robbing the lower class taxpayers to fund welfare for the rich. If taxpayer money is used to fund highway construction, it should ONLY be for HOV lanes, which will actually help reduce the carbon footprint, a dire necessity. And, it will also help ease congestion. An even better alternative is to fund mass transit lanes – either rail or bus, or both. And, HOV lanes should be segregated – The overwhelming majority of drivers on the present I-270 HOV lanes are without any passengers in their vehicles. | Douglas Sedon |
| 6/14/2023 | Expansion of Metrorail to include a new Potomac tunnel at Rosslyn and a new Blue line routing from Rosslyn to Union Station, from there to Hill East, and from there across the Anacostia to Bolling AFB, and then National Harbour, across the Wilson Bridge to Alexandria where it would join the existing Metrorail Blue line. | Paul Brown |
| 6/15/2023 | Metrorail Blue, Orange, and Silver Line Corridor Capacity and Reliability Improvement. This is a major project for the future of Metrorail. | |

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| 6/15/2023 | If we are going to improve the environment, we need more mass transit (bus, metro, trains). Right now it is not very safe to walk or cycle in some areas of the region. It is not even safe to drive with people speeding. Widening roads actually increases traffic. Please don't do it! | B. Morrow |
| 6/15/2023 | Extend I-495 Express Lanes in Virginia into Maryland across the Woodrow Wilson Bridge to support access to National Harbor. Add express transit services across the Woodrow Wilson Bridge so that residents in Prince George's County can have direct transit access to Alexandria and up to Crystal City and the Pentagon. | |
| 6/17/2023 | Package of transit station access improvements to support safe, convenient walking and biking access to Metro, VRE, planned bus rapid transit stations, and stops along high-frequency bus lines | Ram V |
| 6/19/2023 | Hopefully, by 2045 and 2050, the region will be finishing up the transition to more, better, and safer biking and walking infrastructure that will have greatly reduced car trips and encouraged more use of transit. By these decades, there should be a region-wide connected bike lane and trail network that is world class in all respects. Widening and building more roads is not a viable plan for the future of the region or the planet. | Steven Ward |
| 6/23/2023 | TPB member agencies need to submit projects that better reflect regional and local policy goals to address climate change, reduce driving, increase access to jobs by transit, and address regional equity. Increase funding to maintain, improve service, and expand our transit network. Support packages of local street and transit projects that support transit-oriented communities with safe, convenient walking and biking access and new mixed-use development close to Metro, rail and bus rapid transit stations. Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change. Virginia Route 7 Bus Rapid Transit (BRT) project - include this important regional project. Oppose proposals for new Potomac River bridges and highways from Loudoun Co. to Montgomery Co. and from Prince William Co. to Charles Co. | Kevin O'Brien |
| 6/25/2023 | Overall, it's essential that we invest in transit and bike/ped options to cut back on our transportation generated GHGs. We're at a crisis moment on climate change and we absolutely must consider GHG reduction options in everything we do. | |
| 6/26/2023 | Whatever projects the region considers should prioritize public transportation solutions that are befitting a "Visualize 2050" narrative. You need to find ways to reduce car and truck traffic through densely populated areas. | |
| 6/27/2023 | More mass transit options to connect DC, MD and VA to provide viable alternatives to commuting by car. | |
| 6/27/2023 | Support local street and transit projects that support transit-oriented communities with safe, convenient walking and biking access and new mixed-use development close to Metro, rail and bus rapid transit stations. | Brian Glenn |

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| 6/27/2023 | More transit in the outer suburbs. Better regional transit connections to places like Annapolis, Columbia, Frederick, Winchester etc. | Niels Pemberton |
| 6/28/2023 | Expansion of the MARC system by adding a third rail and adding service; running MARC and VRE in both Maryland and Virginia; creation of a light/heavy rail line that runs in the Beltway and 270 medians, including the Potomac River bridges; expansion of Metro and Bus Rapid Transit; on-demand jitney service | Edward Rich |
| 6/30/2023 | The last long-range plan dedicated twice as much investment to expanding highways as improving transit, pedestrian and bicycling facilities despite regional and local goals that prioritize walkable, transit-oriented communities and fighting climate change. TPB member agencies committed to reviewing projects and only including projects consistent with regional policy goals in Visualize 2050 and to make more progress in fighting climate change, which is why they voted to update the plan two years early. To do this, TPB member agencies need to make substantive changes in the types of projects that they submit for Visualize 2050. We should fund operations of systems we've already built before building new infrastructure. We need operating funding to address the transit "fiscal cliff" and to allow for the more frequent bus service provided by the regional Bus Network Redesign. Commuters will stick with driving cars if public transit takes much more time to commute. Visualize 2050 needs to keep our critical Metrorail, Metrobus and local providers running with the high service levels that riders need. Package and submit for inclusion in Visualize 2050 the many identified local unmet needs for safe street improvements for walking, biking, and transit access. Officials have been ignoring the benefits of these transit-oriented community investments which provide regional benefits by reducing driving demand and shifting more trips to walking, biking and transit. These packages deserve to be in the Visualize 2050 constrained element, as they are needed to achieve regional safety goals and adopted TPB priorities. Other regions include these in their plans, and Visualize 2045 included other types of small project groupings as well. Our arterial roads like Route 1 and Route 50 in Fairfax, Route 355 in Montgomery, and Pennsylvania Avenue and Central Ave in Prince George's are too wide and dangerous and should be redesigned to be safer for people walking, biking, and using transit. Pedestrian fatalities have increased and that is unacceptable. Also, prioritize maintaining and upgrading our roads, rails, trails and bridges to handle extreme weather, increased flooding and sea level rise. Currently, the proposed list of projects and allocation of funding in Visualize 2045 do not account for significant climate resilience needs. | Patty McGrath |
| 6/30/2023 | Maryland - Op Lanes Phase 1 (I-495/270 Express Toll Lanes) | jan w greenberg |
| 6/30/2023 | Public transit alternatives to expanding roadways in the DMV region such as bus rapid transit or monorail should be required before proceeding. | Patricia Tice |
| 7/1/2023 | Massive conservation and rationing is needed to address our planetary overshoot, per recent Nature article. | Jim Laurenson |
| 7/7/2023 | Overall, the project list is too focused on highway and road expansion projects have have repeatedly failed to reduce congestion and have only contributed to urban sprawl. Addressing climate change requires extensive transit infrastructure that provides convenient, reliable, and affordable transportation for | Joan McIntyre |

| | | |
|-----------|---|------------------|
| | everyone. Continued dependence on cars puts the highest burden on low income and other vulnerable population and undermines health from poor air quality. | |
| 7/9/2023 | I'd love to see a bus line that passes down Georgia Ave to 16th Street from Forest Glen or further north and goes to downtown DC that stays on 16th without stopping at Silver Spring Metro. Limited or no stops between the DC line and downtown DC would not duplicate S9 service. I live so close to DC but have to take at least two buses to get anywhere there. A more direct connection would be great. | Sarah Lanning |
| 7/10/2023 | Capital Trails Coalition network of multi-use trails | Paul Daisey |
| 7/29/2023 | Pedestrian bridge from National Airport to National Landing. Route 1 conversion to boulevard through Crystal City with improved bicycle and pedestrian infrastructure. Route 7 Bus Rapid Transit. In general, I am opposed to further expansion of roads and automobile accommodation. Traffic tends to expand to where it becomes congested. It is better to spend resources on transit and making it safe to walk and bicycle just about anywhere. I often use my car when there is not a safe way to get to my destination on a bicycle. | John Faulkner |
| 7/31/2023 | Route 7 BRT – The planned Route 7 Bus Rapid Transit project will significantly improve travel on Northern Virginia’s second busiest bus corridor and support plans for walkable transit-friendly activity centers. Package of transit station access improvements to support safe, convenient walking and biking access to Metro, VRE, planned bus rapid transit stations, and stops along high-frequency bus lines. | Sam Ressin |
| 8/29/2023 | Highway removal and road diets for routes 1, 7, 50, 123, 29, 236, 286, 620 I66, I495, I95, I395, I695, I295, Dulles Toll Road Demolition Northern Virginia Rapid Transit network Maryland MTA expansion VRE Expansion Parking mandates removed from all counties No widening of any roads Road Diets for all urban roads which are 4+ Lanes to 2 lanes Cycling and pedestrian network sidewalk mandates, light mandates on all street and roads | |
| 9/5/2023 | Metrorail connection to Centreville. VRE and MARC sharing tracks and becoming through trains... Fredericksburg to Frederick Baltimore to Broad Run (and beyond) | |
| 9/6/2023 | The area needs a means to connect the C&O Canal trail in Maryland with the W&OD trail in Virginia. With the White's Ferry suspension, there is no reasonable way to ride to Maryland without heading into Georgetown or over the Chain Bridge. Consider a bicycle/passenger ferry or bicycle/pedestrian bridge over the Potomac River | David Cacner |
| 9/13/2023 | Southeast High speed rail | Mostafa EINahass |
| 9/14/2023 | Think Local! Empower micromobility and human scale development and people won't need to enter the road network for their daily needs. I'd much rather bike 15 mins to a bodega than drive 10 to a supermarket. This would be much easier with a comprehensive bike network. Remember: Traffic is bad because driving is the only choice. There is a term in economics called Methodological Individualism. It says that the large scale patterns in behavior we see are the results of individual choices made by individual | Evan Ramee |

| | | |
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| | people. If you want to see a large scale shift towards less energy intensive transportation, make individual people choose said transportation. Make climate friendly transportation a walk in the park! | |
| 9/15/2023 | Update road design guidelines to modern international standards and not American 1950s standard | Mostafa EINahass |
| 9/16/2023 | Highway system removal | Mostafa EINahass |
| 9/16/2023 | WMATA Deinterlining project | Mostafa EINahass |
| 9/16/2023 | Metro 24 hour service 7 days a week funding | Mostafa EINahass |
| 9/16/2023 | Fare integration between VRE, WMATA and other transit agencies in the area and Amtrak | Mostafa EINahass |
| 9/16/2023 | To align national road guidelines with international standards, we should prioritize the following principles: No More Highways: Shift the focus away from building new highways and instead invest in improving existing infrastructure and alternative transportation modes. Road Widening Limitation: Avoid excessive road widening, which can lead to urban sprawl and environmental degradation. Prioritize solutions that optimize existing road capacity. Complete Streets: Ensure that all roads are designed as "Complete Streets" to accommodate various modes of transportation, including sidewalks, protected bicycle lanes, and public transit options. Sidewalks: Mandate the inclusion of sidewalks on all roads to enhance pedestrian safety and accessibility. Protected Bicycle Lanes: Integrate protected bicycle lanes wherever feasible to encourage cycling as a sustainable and healthy mode of transportation. Street Lighting: Ensure adequate street lighting for safety and security, particularly in urban areas and along transportation corridors. Public Transit Integration: Promote the integration of public transit systems with road networks to provide efficient and sustainable transportation options. Green Infrastructure: Encourage the planting of trees and greenery along roads to improve air quality, provide shade, and enhance the overall aesthetic and ecological value of streets. Accessibility: Prioritize accessibility for people with disabilities by adhering to international accessibility standards, such as those outlined in the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD). Safety Standards: Implement safety measures in accordance with international road safety standards to reduce accidents and fatalities. By adopting these principles, national road guidelines can align with international standards and promote sustainable, safe, and inclusive transportation systems. | Mostafa EINahass |

Public Comments Received

Marcela Moreno

From: Anne Havemann <anne@chesapeakeclimate.org>
Sent: Monday, September 18, 2023 11:56 AM
To: TPBcomment
Subject: Item 1 Public Comment Opportunity
Attachments: CCAN Comments on TPB GHG Plan 2023.pdf

Good morning,

Attached, please find my short public comments for the Transportation Planning Board's September 20 meeting.

Please let me know if you have any questions.

Sincerely,
Anne Havemann

--

Anne Havemann
General Counsel & Foundation Grants Manager
Chesapeake Climate Action Network & CCAN Action Fund
(240) 630-2146 (o)
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September 18, 2023

To: Metropolitan Washington Council of Governments Transportation Planning Board
From: Anne Havemann, CCAN
RE: Comments for the 9/20/23 TPB Meeting

Mr. Chairman, Board members, thank you for the opportunity to provide public comment today.

My comments focus on the need to update the climate change goals that the Metropolitan Washington Council of Governments (MWCOG) and the Transportation Planning Board (TPB) are using to develop the high priority greenhouse gas transportation emission reduction plan (TPB GHG Plan).

My name is Anne Havemann. I am General Counsel for the Chesapeake Climate Action Network (CCAN). CCAN is the largest and oldest grassroots organization dedicated exclusively to fighting for bold and just solutions to climate change in the Chesapeake region of Maryland, Virginia, and Washington, DC. Our mission is to build a diverse movement powerful enough to put our region on the path to climate stability.

CCAN has been following the comments made by Tad Aburn since late 2022 that have pushed TPB to be more proactive on environmental justice and climate change. We support Mr. Aburn's push on environmental justice; my comments today, however, focus on climate change.

It is critical for MWCOG to use scientifically accurate goals as the basis for the TPB GHG Plan. The current goals are a 50% reduction in GHG emissions by 2030 and an aspirational 2050 goal of 80%. These goals are outdated, weak, and inconsistent with science. By using these outdated goals, the TPB GHG Plan will be inadequate and will not create the necessary incentives for meaningful GHG reductions.

To meet the challenge of climate change, CCAN recommends no less than a mandatory 60% reduction in GHG emissions by 2030 and net-zero GHG emissions by 2045. These goals are in line with the straw proposal Mr. Aburn submitted in his letter dated 6/1/23.

In March 2023, UN Secretary-General António Guterres [called on member states](#) to accelerate their efforts to tackle climate change, asking developed countries to reach net-zero by 2035-2040. Because of our region's affluence and technical savviness, we further urge MWCOG to adopt aspirational goals of 65% GHG reduction by 2028-2030, and 20% beyond net-zero by

2040-2045. The aspirational goals are designed to capture what is expected to be significant changes in technology, green markets, and the public's demand for climate action.

In closing, I urge you to quickly update your goals and demonstrate the leadership for which MWCOG is known. MWCOG and the TPB should adopt a nation-leading GHG reduction plan for the transportation sector.

Sincerely,

Anne Havemann
General Counsel
Chesapeake Climate Action Network

Marcela Moreno

From: George Aburn <tadaburn@gmail.com>
Sent: Monday, September 18, 2023 2:40 PM
To: TPBcomment; Lyn Erickson
Cc: Kanti Srikanth; Clark Mercer
Subject: Item 1 Virtual Comment Opportunity
Attachments: MWAQC Letter 08242023 Final 1 month before Sept Meeting Concern over no action on Chairs EJ Motions.pdf; Audio 1 - Motion and Unanimous Approval.m4a; Audio 2 Support for EJ 1.m4a; Audio 3 Support for EJ and Urgency.m4a; VA DEQ DC MWAQC SIP Comments.pdf; DC DOEE DC MWAQC SIP Comments 09022023 Final.pdf; EPA FTA and OEJECR Letter 062523 Final federal funding and EJ (1).pdf; Attachment 2 to VADEQ Comments ... EPA FTA and OEJECR Letter 062523 Final federal funding and EJ.pdf; Title VI Complaint MWCOG 07072023 Final.pdf; Summary of Issues for Title VI Complaint Form 07072023 Final.pdf; TPB 092023 Final Written Comment Tad (1).pdf

Please register me to provide virtual public comment during the September 20th TPB meeting.

My short comments and letters mentioned in those comments are attached. The comments for the 9/20 meeting are the last attachment.

I've noticed that in your short summary of my comments, you are characterizing me as simply a "resident of Delaware". This is misleading.

Please make sure that you mention that I am the retired Air Director at MDE who is now doing volunteer work for the Cheverly, Fairmount Heights and Seat Pleasant communities in Prince George's County.

I would also appreciate it if your short summary was more accurate.

For the attached comments an appropriate short summary would be something like ...

"Mr. Aburns comments focus on potential violations of Title VI, the civil rights law, driven by what appears to be institutional, systemic environmental racism that is built into the TPB process and how TPB appears to want to ignore these civil rights violations. His comments attach the Title VI complaint that was submitted on July 10, 2023 and other recent letters on this issue. His comments also provide a schedule for the submission of a strengthened Title VI complaint being developed in consultation with local environmental justice leaders."

Thanks

Tad

(443) 829-3652

Comments for the September 20, 2023 TPB Meeting

Tad Aburn¹

tadaburn@gmail.com

(443) 829-3652

Mr. Chairman, Board members, thank you again for the opportunity to provide public comment today.

My comments today focus on potential violations of Title VI, the civil rights law, driven by what appears to be institutional, systemic environmental racism that ... I believe ... is unintentionally built into the TPB process. TPB appears to want to ignore these civil rights violations.

The Title VI complaint that was filed with MWCOG in ??? is attached. The complaint is being revised to address the issues identified by COG staff. There were no substantive issues identified by the COG staff ... just legal and procedural issues. There appears to be concurrence on the substance of the complaint. Several leaders of local environmental justice advocacy groups are now providing input on the complaint. The strengthened Title VI complaint will be submitted before the end of the year

The issue driving the unintentional systemic environmental racism is that transportation planning, TPB transportation plans and implementation of the transportation projects in those plans are creating high-risk air pollution hotspots in environmental justice communities of color. The measured air pollution levels and other research are very clear ... The issue of transportation driven air pollution hotspots is very real and driving inequitable public health risks in communities of color. In a briefing to MWAQC one independent researcher called the air pollution levels in Ivy City ``alarming''. TPB Tech has chosen to ignore the data, research and analysis that is now readily available on this issue.

Having worked with many elected officials in the MWCOG process, I know the vast majority of members are very concerned about both environmental justice and climate

¹ As background my name is Tad Aburn. I have submitted comment 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 3 overburdened communities in Prince George's County. Last year 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.

change and anxious to address both issues. It appears that there is a disconnect between the MWCOG staff and the elected policy makers.

I have also submitted several additional recent letters, comments and complaints (since you last met) that are linked to the issue I am raising in these comments today.

In closing, I urge TPB to address this critical racial equity issue. I also strongly support the comments being submitted by CCAN. Please let me know if I can help in any way.

Marcela Moreno

From: Jason Stanford <jason@nvta.org>
Sent: Tuesday, September 19, 2023 12:00 PM
To: TPBcomment
Cc: Lyn Erickson
Subject: Public Comment for tomorrow's meeting
Attachments: 23 September TPB Comment.docx

Lyn,

Attached is my public comment for tomorrow's meeting. Apologies for the last minute submission.

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



National Capital Region Transportation Planning Board *September 20, 2023 Meeting*

Public Comment

Thank you for the opportunity to comment today.

In July, the Alliance raised concerns about WMATA's proposed \$750 million funding gap and urged Transportation Planning Board members to require WMATA to implement internal funding and cost saving measures before asking for a regional bailout.

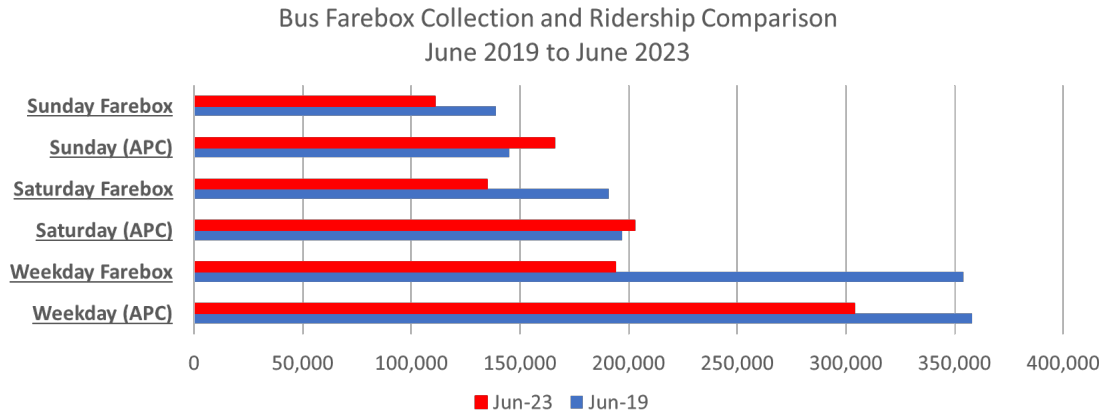
Since it was requested for TPB staff to respond to those comments, below is a copy of the Alliance's comments with the relevant passages from the LaHood Report and Northern Virginia Transportation Commission data. This document was shared with TPB staff to assist in the preparation of their response.

Specifically, the TPB's response highlights the significant decline in WMATA ridership due to the pandemic, increasing inflation, WMATA's efforts to reduce Fare Evasion, and broader efforts to reduce costs as examples of WMATA's changing financial landscape.

Each of these factors has had a significant impact on WMATA's overall operating costs, but there is still more work WMATA could do internally to address them, specifically related to the Alliance's comments in July:

1.) Better Matching Service with Demand

WMATA is currently running more trains than in its entire 47-year history, 101% of pre-COVID weekday bus service, and 117-131% of pre-COVID weekend bus service. However, rail ridership still remains below an average of 60% of pre-pandemic levels, and while Metrobus ridership is closer to pre-pandemic levels, farebox recovery is still significantly lower. While it is up to regional leaders to decide what base level of service is acceptable for our region, this disconnect between the service WMATA offers and current ridership demand is going to create further financial challenges for our region.



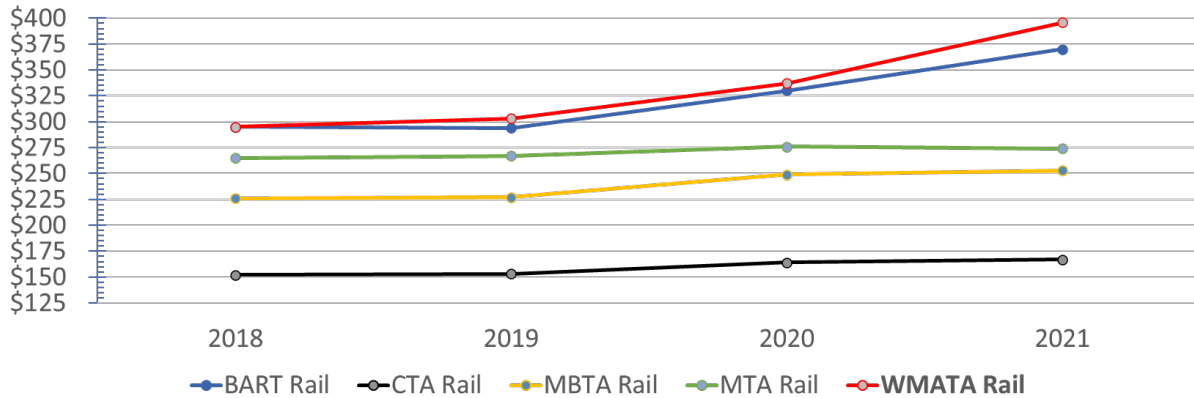
2.) Fare Evasion

The Alliance applauds WMATA’s current effort to combat rail fare evasion through the installation of new fare gates that are reducing unpaid trips on rail by 70%. While this is an important step forward, on average fare evasion on rail is only 13%. As you can see above, there is still a much larger gap between WMATA’s reported farebox and automated passenger count numbers for Metrobus. TPB’s response points out that Metrobus ridership is 88% of pre-pandemic levels, but that means little for WMATA’s annual operating budget if a significant portion of those riders are not paying fares.

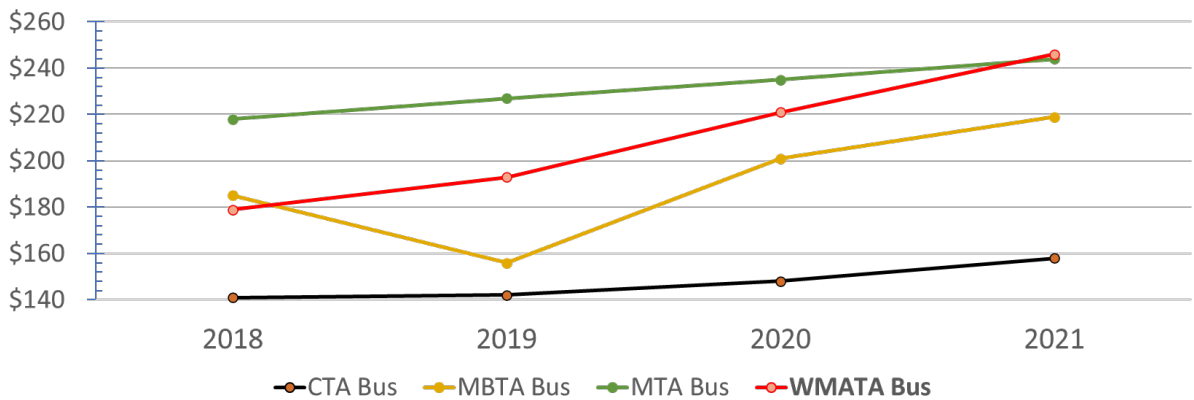
3.) Controlling Unprecedented and Unsustainable Cost Growth

While inflation and cost growth has had an impact on everyone, WMATA’s total operating cost-per-service hour for both rail and bus is higher and has increased faster than other peer transit agencies in Chicago, San Francisco, Boston, and New York. Below is a comparison using the most recently available National Transit Database data collected by the Federal Transit Administration. WMATA needs to explain to the region why our costs are higher than peer agencies and what we can do moving forward to control them. Otherwise, no dedicated funding source will be enough to meet WMATA’s financial needs.

Peer Agency Comparison - Rail Cost Per Service Hour



Peer Agency Comparison - Bus Cost Per Service Hour



4.) Additional Internal Funding Options

There are additional internal funding mechanisms that WMATA could consider before coming to the region for a bailout.

WMATA’s base fare has not increased since 2018, while WMATA has lowered the base for peak fares from \$2.25 to \$2.00, instituted a weekend flat fare of \$2, and started a low-income fare program for those in need. Now is the time to consider a base fare increase for both rail and bus customers to support our continued operations.

In FY2024, WMATA is using \$125 million in new federal IJA formula funding to close the existing budget gap. We should continue using this funding to prioritize existing operations until the federal government can provide some form of additional funding.

WMATA’s \$750 million estimate is not backed by WMATA’s current public statements. WMATA states in the Fiscal Cliff report that it anticipates a 5% operating budget increase from FY2024 to FY2025 and beyond. Assuming a 5% increase from WMATA’s existing FY2024 budget, a 3% cap increase from WMATA’s FY2024 jurisdictional operating subsidy, and no growth from WMATA’s FY2024 projected ridership revenue only creates a \$640

million gap. **That's \$110 million less than the \$750 million number currently being provided by WMATA.**

| | |
|-------------------------------------|-------------------|
| FY 24 Revenue Estimate | \$506.70 |
| FY 24 Subsidy | \$1,252.30 |
| FY 25 3% Subsidy Increase Estimate | 37.569 |
| FY 25 Subsidy Estimate | \$1,289.87 |
| FY 25 Funding Estimate | \$1,796.57 |
| FY 25 Budget Estimate (5% increase) | (\$2,436) |
| FY 25 Budget Deficit | (\$639.43) |

Thank you for your time and consideration of these issues.

National Capital Region Transportation Planning Board

July 19, 2023 Meeting

Public Comment

Thank you for the opportunity to comment today.

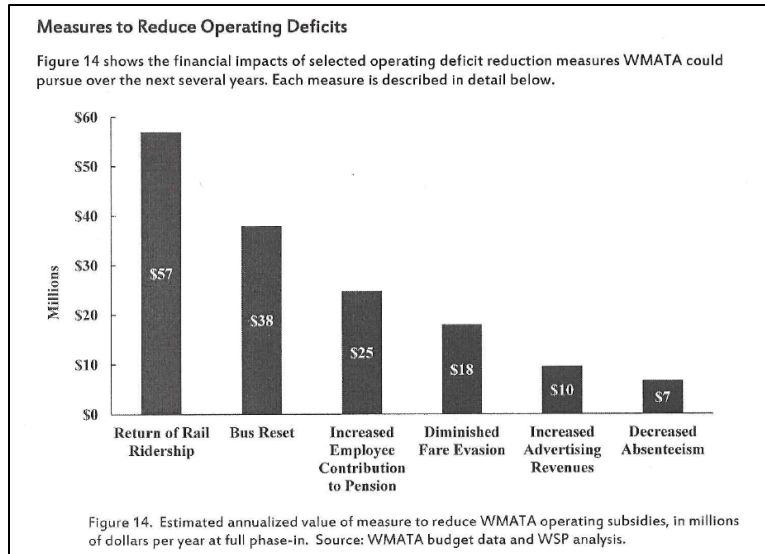
I know you have all heard the old adage, that those who do not learn from history are doomed to repeat it. As we all work together to solve the continuing crisis of Metro, the Transportation Alliance is concerned that the past lessons of Metro crises have been forgotten.

In 2018, the DC region dedicated \$500 million per year to save Metro. However, the original estimate to fix Metro was \$540 million per year.

To estimate the funding needed to cover all these state-of-good-repair needs, a financial model of WMATA's capital program was developed out to 2040. It estimates that WMATA would require additional capital funds of \$540 million per year above current contributions from its federal, state and local funding partners. If savings to the operating budget of \$40 million per year are achieved as stated above, this need could be met with \$500 million per year in new capital funding. This funding would cover only WMATA's state-of-good-repair needs; any expenditures to enhance the system would require supplemental funding.

(LaHood Report, Page 2)

Metro was supposed to make up that additional \$40 million through savings and revenue increases such as increased ridership, reduced fare evasion, and redesigning the bus network.



(LaHood Report, page 15)

While pandemic ridership changes are outside of WMATA’s control, fare evasion has increased dramatically since 2017 and the bus network redesign will cost millions more, not save money.

This uneven enforcement shows up in the data. Estimates prior to the coronavirus pandemic show that for Metrobus systemwide, fare evasion was 17% in the first and second quarters of FY 2020 (pre-pandemic) and 34% in the first and second quarters of FY 2022.³⁰ The distribution of this increase is extremely uneven, with the District increasing from 22% to 42%, Maryland increasing from 16% to 34% and Virginia increasing from 2% to 6% during the same time period.³¹ New faregates are capable of recording occurrences of fare evasion, and NVTC encourages WMATA to release their findings as soon as possible. WMATA is also piloting faregate designs that better deter fare evasion. WMATA conservatively estimates revenue losses due to fare evasion totaling \$40 million in FY 2022.³² Enforcing fare payment is critical to creating a safe, secure and financially sustainable transit system.

(NVTC Annual WMATA Report, page 15)

“Metro released its [“visionary” bus network redesign maps](#) on Monday, proposing drastically more bus service to the region. The plan, which is 35% more expensive than the current service, is unfunded so far.”

(DCist, April 14, 2023 <https://dcist.com/story/23/04/17/metro-redesign-whole-region-bus-routes/>)

Furthermore, former Obama Secretary of Transportation Ray LaHood's 2018 report highlighted additional steps for WMATA to take besides earning new funding. For example:

"Recommendation #2: Offer service that matches actual demand. For both bus and rail, WMATA has offered more service – more buses and train cars running more hours on more routes – than its peer transit agencies. With Metrorail, this mostly emerged over the last decade as ridership fell and service kept expanding."

"The situation with Metrobus is different. Service levels have been high going back at least 15 years, and there is no indication bus ridership will grow to match the current level and patterns of service."

Recommendation #2: Offer service that matches actual demand. For both bus and rail, WMATA has offered more service – more buses and train cars running more hours on more routes – than its peer transit agencies. With Metrorail, this mostly emerged over the last decade as ridership fell and service kept expanding. Mr. Wiedefeld has trimmed rail service for FY2018, and if rail ridership begins to grow again, a major re-think of rail service levels may not be needed. If rail ridership does not grow, more painful choices will need to be considered. The situation with Metrobus is different. Service levels have been high going back at least 15 years, and there is no indication bus ridership will grow to match the current level and pattern of service. For these and other reasons a major reset of the WMATA bus system is needed. This is discussed in further detail in the accompanying report. The idea is not simply to curtail low performing bus routes. Something much more comprehensive is needed. By re-examining the entire system of bus routes, schedules and operating practices, we can find opportunities for things like more efficient routing that save money and improve service. Other cities have reset their bus systems in this way in recent years, most notably Houston.

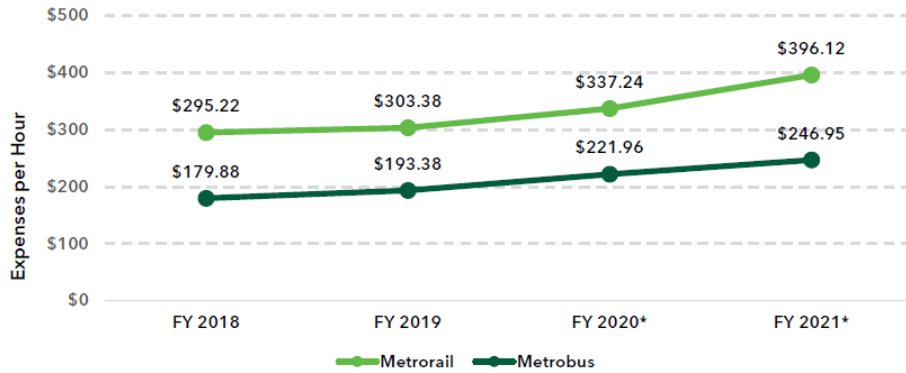
(LaHood Cover Letter to Gov. McAuliffe, page 3)

In other words, once the regional money was committed in 2018, substantive operational improvements failed to materialize.

To ensure its long-term financial stability, Metro needs more than a \$750+ million yearly bailout from local taxpayers. Without key reforms, any dedicated funding source will struggle to keep pace with Metro's growing budget.

According to data from the Northern Virginia Transportation Commission, Metrorail cost-per-service hour grew by 11% between FY19 and 20, and 17% between FY20 and 21. Metrobus saw similar double-digit increases during that timeframe.

Figure 7: Metrorail and Metrobus Cost per Service Hour



*In FY 2020 and FY 2021, Metrorail and Metrobus ridership, service and revenue were significantly impacted by the COVID-19 pandemic.

Source: WMATA NTD⁷⁸

(NVTTC Annual Report on WMATA)

Even Metro’s 5% inflation estimate moving forward – assumed without a future CBA in place - would quickly outpace dedicated revenue sources if local subsidies and ridership revenue do not keep pace.

We need to end the continuing crisis of Metro. Now is the time to focus on WMATA’s core mission of reliably delivering essential regional transit service, controlling unprecedented and unsustainable cost growth, matching transit service with demand, and – once those are done - providing new, dedicated funding that is linked to data-driven accountability and operational improvements.

Together, we can ensure that Metro has the reforms and sustainable funding necessary to provide a world class transit service that is worthy of the DC region for the next decade and beyond.

Marcela Moreno

From: Bill Pugh <bill@smartergrowth.net>
Sent: Tuesday, September 19, 2023 12:00 PM
To: TPBcomment
Subject: Item 1 Public Comment opportunity

Dear TPB,

The Coalition for Smarter Growth provides these comments on two items on the September TPB agenda :

1. We are concerned that the public may not get a chance to comment on the proposed Carbon Reduction Strategies being crafted by VDOT, MDOT and DDOT before they go to the federal government in November. TPB won't get briefed on these until next month, shortly before they are submitted. Transportation is the largest source of emissions in our region and in Virginia and Maryland, and humanity can't afford to miss 2030 greenhouse gas reduction targets.
2. The Round 10 forecasts show some promising trends for infill development but also an exacerbation of the east-west divide in housing and jobs that drives many of our transportation problems. MD and VA will have similar population growth but MD will see almost 150 thousand fewer jobs gained compared to Northern VA.

I would also like to speak in person. Thank you.

Bill Pugh, AICP CTP | Senior Policy Fellow
Coalition for Smarter Growth
www.smartergrowth.net | @betterDCregion
bill@smartergrowth.net
(202) 821-3226

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Supplemental Attachments

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

August 24, 2023

Anita Bonds, Chair, MWAQC
Kenny Boddye and Tom Dernoga, Vice Chairs, MWAQC
Committee Members, MWAQC
777 North Capitol St. N.E.
Suite 300
Washington, DC 20002

RE: Concerns Over Delays in Addressing Environmental Justice

Chairwoman Bonds, Vice Chairs Boddye and Dernoga, MWAQC members:

I am writing to express my deep concern over the way MWAQC and MWAQC TAC are not following up on the unanimously approved motion by Chair Bonds during the May MWAQC meeting. This motion charged the staff and technical committee to expeditiously develop and adopt a regional environmental justice (EJ) plan. I have attached short audio recordings of the Chairs motion and the discussion¹. It is very clear that the Chairs motion was very well supported by the full Committee. Equally important, the lengthy discussion of the motion also makes it clear that the Chair, the Vice Chairs and the Committee made this plan a high priority and would expect a progress report at the September MWAQC Meeting. On June 1, 2023, I submitted a follow-up letter to the May 24, 2023 MWAQC meeting that provided a framework for MWAQC and MWAQC TAC to use to begin to develop the EJ plan. I submitted comments to MWAQC TAC for their June 11, 2023 and July 13, 2023 meetings pushing for action on the EJ plan.

It is now August 28, 2023 ... three months from the unanimously approved motion ... and nothing has been done. The issue was not even discussed during the June and July MWAQC TAC meetings. One quarter of a year has elapsed. Please ask the MWAQC TAC Chair to explain this during his update during the September MWAQC meeting. Public comment and participation was also prohibited during those meetings.

¹ These audio clips come from the video recording of the 5/24 meeting on the MWAQC web page. To view the motion go to time-mark 1:23. For the complete discussion see 1:03.27 to 1:24.40.

I know that there is a long tradition at MWCOG to take a break in July and August to allow for summer vacations. Unfortunately, the communities of color that have to breathe the polluted air in environmental justice communities like those in Prince George's County and the Ivy City and Brentwood communities in the District of Columbia can not take the summer off from breathing.

During the summer, I submitted several important documents on this issue. On July 10, 2023, I wrote to EPA and federal transportation agencies on the need to ensure that implementation of federally approved air quality and transportation plans do not create high-risk environmental justice problems in already overburdened communities of color. MWCOG and others were copied.

Also on July 10, 2023, I submitted a Title VI (civil rights) complaint to MWCOG on ignoring the well documented problem of systemic, institutionalized environmental racism being allowed in federally required and approved air quality and transportation plans. These plans do not require that implementation of the plan will not create EJ problems or make EJ problems worse. The air quality and transportation plans should include such a requirement as current transportation projects in multiple EJ communities are already making existing EJ problems worse. Both of the July 10, 2023 letters/documents are attached. They were also sent to MWAQC TAC on July 10th.

On August 15, 2023 I submitted comments to Virginia as part of the public hearing process on the proposed SIP. These comments are attached. Similar comments will be submitted to the District and EPA.

The failure of the MWAQC process (totally ignoring the Chair's unanimously approved motion) is a perfect example of how the EJ issue is being ignored by MWCOG. The issue has been pushed in comments and letters to MWAQC, TPB and CEEPC since November of 2022. There has been virtually no response for over a year and a half from MWCOG.

Based upon advice from MWCOG on corrections that need to be made to the Title VI complaint, it is being revised. I am now receiving advice from Dr. Sacoby Wilson, the DC Environmental Justice Coalition and EmpowerDC and plan to resubmit the complaint by the end of the year. No one has questioned the substance of the complaint.

I do not believe that the elected members of MWAQC know this is going on. I urge you to request a full briefing from MWCOG staff and MWAQC TAC on the schedule for finalizing the regional EJ plan. I also urge you to charge MWAQC TAC to make the EJ

plan the primary discussion topic for their September 12th meeting and to allow public participation.

With this letter, I am requesting an opportunity to provide public comments during the September 27, 2023 MWAQC meeting.

Respectfully,

George S. Auburn Jr.

Tad Aburn
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(443) 829-3652

Cc: MWAQC Members
Kate Stewart, Chair, MWCOG BOD
Reuben Collins, Chair, TPB
Clark Mercer, MWCOG
Takis Karantonis, Chair, CEEPC
Era Pandya, Chair, ACPAC
Julie Kimmel, Vice Chair, ACPAC
Tom Ballou, Chair MWAQC TAC
Rick Conrad, MWCOG Title VI Officer
Dr. Sacoby Wilson, UMCP CEEJH
Parisa Norouzi, EmPower DC
Dr Janet Phoenix, DC Environmental Justice Coalition
Eric Schaefer, EIP
Leah Kelly, EIP
Anne Havemann, CCAN
Cristina Fernandez, USEPA
Angus Welch, USEPA

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August 14, 2023

Doris A. McLeod, Air Quality Planner
Department of Environmental Quality
1111 East Main St
P.O. Box 1105
Richmond, Virginia 23219

Doris:

I am writing to submit comments on the proposed update to the mobile vehicle emission budgets (MVEBs) for nitrogen oxides (NO_x) and volatile organic compounds (VOC) applicable to the Northern Virginia 2008 ozone National Ambient Air Quality Standards (NAAQS) maintenance area. I will also be submitting identical comments to the District of Columbia and the Metropolitan Washington Air Quality Committee (MWAQC).

I believe the concerns I am raising will result in a disapproval or an incompleteness finding from the United States Environmental Protection Agency (EPA). This could unfortunately delay the new MVEBs that are so desperately needed by the transportation planning community in the region. I have cc'd both the EPA and the Virginia Department of Transportation (VDOT) on this comment letter.

I have two significant comments:

1. The draft revision to Virginia's State Implementation Plan (SIP) does not include any requirements to insure that implementation of the control measures that are in the full SIP will not create environmental justice (EJ) problems or make existing EJ problems worse. EPA is now required by the President to ensure that EJ issues are addressed in SIPs and other actions that require federal approval. This is a critical issue as there are multiple situations where implementation of measures in the SIP are ... at this time ... making environmental justice problems worse. More detailed information on this issue is provided in Attachment 1.
2. The margins of safety or buffers included in the MVEBs in the SIP make no sense. They have the potential to place residents at risk because of unhealthy exposures to ozone air pollution. The safety margins are being used to protect

the transportation planning process ... not public health. With code purple air pollution levels being measured in the Washington area and the clear understanding that a new more protective ozone standard is in the works, it appears that public health is being sacrificed so that new emissions from transportation projects can be accommodated. If the MVEBs are to include safety margins, they should be set to protect public health, not transportation projects. More detail on this issue is also provided in Attachment 1.

Thank you again for the opportunity to provide comments on the proposed revision to the Virginia SIP.

Respectfully,

George S. Aburn Jr.

Tad Aburn
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Attachment 1

August 14, 2023

Issue Number 1 - The draft revision to Virginia's State Implementation Plan (SIP) does not include any requirements to insure that implementation of the control measures that are in the full SIP will not create environmental justice (EJ) problems or make existing EJ problems worse. EPA is now required by the President to ensure that EJ issues are addressed in SIPs and other actions that require federal approval. This is a critical issue as there are multiple situations where implementation of measures in the SIP are ... at this time ... making environmental justice problems worse.

- **EPA and the States have a clear responsibility to address environmental justice in SIPs**

EPA has a clear responsibility to ensure that federally approved plans do not allow implementation of those plans to create or make EJ problems worse. This is unfortunately already happening and EPA now needs to require that SIPs include provisions that prohibit these types of outdated implementation policies.

In 2022, EPA released a groundbreaking document that discusses this issue. The document titled "EPA Legal Tools to Advance Environmental Justice" can be found at: <https://www.epa.gov/system/files/documents/2022-05/EJ%20Legal%20Tools%20May%202022%20FINAL.pdf>

EPA Administrator Michael Regan is quoted saying ...

"At EPA, we know that our most vulnerable communities bear a disproportionate burden when it comes to the impacts of pollution and climate change. That's why advancing environmental justice is so critical to our mission. In support of this mission, the Agency is releasing EPA Legal Tools to Advance Environmental Justice, a document that identifies a wide range of legal authorities that EPA can deploy to ensure its programs and activities protect the health and environment of all people, no matter the color of their skin, their zip code, or how much money they have in their pocket."

The introduction in the document goes on to further make it clear that ...

“Environmental justice is first and foremost about achieving EPA’s mission to protect public health and the environment in those communities where we have yet to achieve our mission to ensure that everyone enjoys clean air, land, and water. Research has reaffirmed what underserved and environmentally overburdened communities have for years expressed—that many communities in this country that are underserved are also exposed to higher pollution burdens and as a result have higher rates of morbidity and mortality. Furthermore, many overburdened or underserved communities have also been effectively cut out of decision-making processes, raising basic procedural fairness issues. No one should be disenfranchised from decisions that affect their health, the health of their families, and the future vitality of their communities. EPA is committed to ensuring meaningful engagement for all communities.”

The document then provides a very powerful overview of the many legal tools that EPA has to make progress on environmental justice. One of those legal tools that EPA discusses is the use of SIPs to insure that these federally approved plans do not interfere with the Agencies EJ goals. One of those goals is to clearly take common sense, reasonable actions to ensure that implementation of these federally approved plans do not create environmental justice problems or make existing environmental justice problems worse. A letter to the federal government on this issue is included as Attachment 2.

One example of how implementation of well-intended measures in a federally approved plan can make environmental justice problems worse is the District of Columbia’s proposal to build a large, high polluting bus maintenance yard and training facility next to and directly upwind of several environmental justice communities of color located in Prince George’s (PG) County Maryland. Virginia DEQ and EPA Region 3 have a significant amount of additional information on this proposal. In general the District’s proposal is well intended. It will help the region implement SIP and MWCOG transportation plan programs to support vehicle electrification. This, in the long run, will significantly benefit the residents ... the primarily white residents ... of the region.

Unfortunately, if finalized, the project will be done at the expense of already overburdened EJ areas and communities of color. Air pollution and environmental risk will be made worse in these communities. The PG County communities have already screened high for environmental justice. The area also has established a community based hyper-local air monitoring network that shows that the area is already overburdened by air pollution. Both the Maryland Department of the Environment (MDE) and the University of Maryland Center for Community Engagement Environmental Justice and Health (CEEJH) have released documents that have been provided to Virginia DEQ and EPA Region 3 that show inequitable exposure to air

pollution and risk and EJ screening results. These documents can be provided again if requested.

There are numerous other implementation efforts going on in the Washington area ... where implementation of the SIP and other federally approved plans ... are creating new environmental justice problems or making existing environmental justice problems worse.

- **The proposed SIP revision is the correct SIP revision for the States and EPA to begin to address environmental justice**

During public meetings of MWAQC and MWAQC's Technical Committee (MWAQC TAC), it was argued that this particular SIP revision is a very small, somewhat technical SIP revision and that EJ will be addressed in later SIPs ... several years from now.

The SIP is not a single document. It is a compilation of many SIP revisions made over many years. This is the first opportunity that EPA and the States have to begin to aggressively address EJ problems. Specifically, the long standing silence in the SIP, that does not require that SIPs include language that ensures that implementation of the policies and programs in the full SIP do not create EJ problems or make existing EJ problems worse, must be corrected in the current proposed SIP revision. In earlier comments to MWAQC and MWAQC TAC (the States and the District are members of both), I submitted an example of the specific language that ... at a minimum ... would begin to address this issue.

- **Lack of final guidance on how to include all elements of EJ in SIPs does not excuse the States from including requirements in the SIP that ensure that implementation of the policies and programs in the full SIP do not create EJ problems or make existing EJ problems worse**

During public meetings of MWAQC and MWAQC TAC, it was argued that EPA has not issued complete guidance on how to include EJ in SIPs and that EPA's failure excuses the States from including requirements in the SIP that ensure that implementation of the policies and programs in the SIP do not create EJ problems or make existing EJ problems worse. I believe this is illegal and incorrect.

EPA has made it very clear that they expect States to begin to address EJ in SIPs. The recent release of EPA's legal analysis on the legal tools that are available to begin to make progress on addressing EJ issues is a clear signal from EPA that they are providing a roadmap for States to use to begin to better address EJ in SIPs. This is one of the reasons that EPA finalized this document in May of 2022.

EPA policies on how to fully address EJ in SIPs will continue to evolve. This does not mean that certain requirements, like a requirement to ensure that implementation of the policies and programs in the full SIP do not create EJ problems or make existing EJ problems worse, can be delayed. This requirement should be included in the current proposed SIP revision.

Issue Number 2 - The margins of safety or buffers included in the MVEBs make no sense. They have the potential to place residents at risk because of unhealthy exposures to ozone air pollution. The safety margins are being used to protect the transportation planning process ... Not public health. With high risk, code purple air pollution levels being measured in the Washington area and the clear understanding that a new more protective ozone standard is in the works it appears that public health is being sacrificed so that new emissions from transportation projects can be accommodated. If the MVEBs are to include safety margins, they should be set to protect public health, not transportation projects.

- **EPA needs to correct outdated historical policies that allow transportation conformity budgets to be arbitrarily relaxed**

In 2023, mobile sources are the number one contributor to the Washington region's and the nation's ozone air pollution and climate change problems. This EPA policy that allows mobile source transportation conformity budgets to be relaxed (by using safety margins to protect transportation planning) in certain situations is simply bad policy that is both illogical and unnecessary.

EPA is in the process of evaluating the need for a more stringent ozone standard. Hyper-local air monitoring data across the country is often showing that air quality is worse in and around EJ communities of color. Reducing ozone air pollution to levels below the standard will provide significant additional risk reduction. Mobile sources are now the dominant emission source causing ozone air pollution.

For these reasons ... If a "margin of safety" is to be used in the SIP, it should be used to enhance and improve public health protection ... not to provide flexibility to the transportation planning community.

At MWAQC TAC, the transportation community has argued that the safety margins are only needed because of model changes and other strictly technical reasons. Unfortunately, that is not how these alternative budgets have been used. If the margins of safety are truly needed for strictly technical reasons, there are other ways to address those kinds of technical corrections with streamlined SIP revisions that would require

public participation and comment before a truly technical adjustment to a transportation conformity budget could be made. The currently proposed alternative transportation conformity budgets (with the safety margin) can be implemented without public participation or comment on the specific technical issue that may be driving a need for a technical correction to the budgets.

- **All of the data on both criteria pollutant and greenhouse gas emissions should be required to be made available to the public whenever a transportation conformity analysis for a new transportation plan is completed**

The models used to complete transportation conformity analyses generate both criteria pollutant and greenhouse gas emissions results. At this time, the greenhouse gas emissions increases or decreases associated with a new transportation plan are not made available to the public (or the elected officials) during the process where the transportation plan is being debated and finalized. Greenhouse gas emission information is provided later ... after the policy decision on what goes into the new transportation plan are already finalized. The greenhouse gas emission benefits or disbenefits should be made available during the policy discussion over what is included in new transportation plans.

George S. (Tad) Aburn Jr.
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Fenwick Island, DE 19944
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(443) 829-3652

September 2, 2023

The Honorable Joseph Jakuta
Department of Energy and Environment
1200 First St, NE - Fifth Floor
Washington, DC 20002

Joseph:

I am writing to submit comments on the proposed update to the mobile vehicle emission budgets (MVEBs) for nitrogen oxides (NO_x) and volatile organic compounds (VOC) applicable to the District of Columbia 2008 ozone National Ambient Air Quality Standards (NAAQS) maintenance area. I will also be submitting nearly identical comments to the Virginia DEQ and the Metropolitan Washington Air Quality Committee (MWAQC).

I believe the concerns I am raising will result in a disapproval or an incompleteness finding from the United States Environmental Protection Agency (EPA). This could unfortunately delay the new MVEBs that are so desperately needed by the transportation planning community in the region. I have cc'd the EPA on this comment letter.

I have two significant comments:

1. The draft revision to the District's State Implementation Plan (SIP) does not include any requirements to insure that implementation of the control measures that are in the full SIP will not create environmental justice (EJ) problems or make existing EJ problems worse. EPA is now required by the President to ensure that EJ issues are addressed in SIPs and other actions that require federal approval. This is a critical issue as there are multiple situations where implementation of measures in the SIP are ... at this time ... making environmental justice problems worse. More detailed information on this issue is provided in Attachment 1.
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Thank you again for the opportunity to provide comments on the proposed revision to the DC SIP.

Respectfully,

George S. Aburn Jr.

Tad Aburn
tadaburn@gmail.com
(443) 829-3652

Attachment 1

September 2, 2023

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EPA is in the process of evaluating the need for a more stringent ozone standard. Hyper-local air monitoring data across the country is often showing that air quality is worse in and around EJ communities of color. Reducing ozone air pollution to levels below the standard will provide significant additional risk reduction. Mobile sources are now the dominant emission source causing ozone air pollution.

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public participation and comment before a truly technical adjustment to a transportation conformity budget could be made. The currently proposed alternative transportation conformity budgets (with the safety margin) can be implemented without public participation or comment on the specific technical issue that may be driving a need for a technical correction to the budgets. This may be illegal.

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July 10, 2023

Adam Ortiz, Regional Administrator
U.S. Environmental Protection Agency, Region 3
Four Penn Center
1600 JFK Boulevard
Philadelphia, PA 19103-2029

Terry Garcia Crews, Regional Administrator
U.S. Federal Transit Administration, Region 3
1835 Market Street
Suite 1910
Philadelphia, PA 19103

Marianne Engelman-Lado, Acting Principal Deputy Assistant Administrator
Mathew Tejada, Deputy Assistant Administrator for Environmental Justice
Lilian Sotolongo Dorka, Deputy Assistant Administrator For External Civil Rights
U.S. Environmental Protection Agency
Office of Environmental Justice and External Civil Rights (OEJEER)
1200 Pennsylvania Avenue
WJC Building North, Room: 1448K
Washington, DC 20460

Re: Federal Funding and Environmental Justice

Regional Administrators Ortiz and Crews, Acting Principal Deputy Assistant
Administrator Engelman-Lado and Deputy Assistant Administrators Tejada and Dorka :

I am writing for your assistance on an environmental justice issue in Prince George's
County Maryland and numerous other communities of color throughout the Metropolitan
Washington area. I am writing to you as a group ... as the issue cuts across several
federal agencies and involves federally approved air quality and transportation plans

and government supported environmental racism. There are also potential civil rights issues.

The issue can be summarized as follows:

- The Metropolitan Washington Council of Governments (MWWCOG) will soon be submitting air quality and transportation plans that require federal approval
- These plans will continue to support systemic environmental racism by ignoring how “business as usual” processes for implementing federally approved plans clearly create high-risk air pollution hotspots and environmental injustices in communities of color across the MWWCOG region.
- As federal policy on environmental justice continues to evolve, at a minimum, these federally approved plans must include enforceable language that ensures that implementation of federally approved plans, especially when implementation involves federal transportation funding, will not create environmental justice problems and that existing environmental justice problems are not made worse.
- This is currently happening in Prince George’s County and throughout the MWWCOG region.
- MWWCOG appears to be unconcerned about this problem.

Based on President Biden's policies I urge you to make sure that environmental justice is addressed aggressively in these federally approved plans.

By way of introduction, my name is Tad Aburn. Last year I was the Director of the Maryland Department of the Environment's Air and Radiation Management Administration. I was a member of the NACAA Board for many years and a 2-time President. I chaired the NACAA Criteria Pollutants Committee for over 15 years. I was a member of MWWCOG's air quality committee (MWAQC) and chaired the MWAQC technical committee many times. I have considerable experience with the transportation conformity process and transportation related air pollution problems. I have many friends at EPA in Washington, Philadelphia and RTP. I am now retired and commenting today as a volunteer working for several Prince George's County environmental justice communities. I received my environmental engineering degree from Brown University.

Air quality improved dramatically during my career. Maryland’s efforts on climate change are amongst the best in the Country. I am proud of both of these accomplishments. Unfortunately, environmental justice has been overlooked for many, many years. I am not proud of that.

The issues I am raising at MWCOG are not uncommon ... They exist in many metropolitan areas. I am pushing these issues in the Washington, DC area, not because the region is inept, but because the area and its elected leadership have a long history of being environmentally progressive. For reasons that are not clear to me, MWCOG has chosen to ignore environmental justice problems resulting from transportation planning and projects creating air pollution hotspots in communities of color.

A few of the over 30 letters and public comments I have submitted to MWCOG are attached. Some of these letters provide sample language for including environmental justice from air pollution hotspots in federally approved air quality and transportation plans. Recent letters have also provided a simple framework for how MWCOG could begin to effectively address this serious issue. There has been no meaningful response. Knowing how strongly many of the elected members of MWCOG support the need to address environmental justice and racial equity, I believe there has been a significant communication breakdown between the MWCOG elected leadership and the MWCOG staff.

I have read the EPA legal analysis that identifies a long list of federal authorities and other federal tools to begin to more aggressively address environmental justice. It appears that both EPA and FHWA/FTA have ample authority to require areas like MWCOG to include enforceable requirements in their federally approved air quality and transportation plans to ensure that implementation of those plans does not create new environmental justice problems or make existing environmental justice problems worse.

I request that you use these authorities to require this in the air quality and transportation plans that will be submitted by MWCOG and the states over the next year.

I have already begun to work with Cristina Fernandez, the Air Director for EPA Region 3 on this issue. I would be happy to provide a more detailed briefing to the federal agencies who I believe can be a key driver for making real, timely progress on environmental justice.

I have also attached a civil rights complaint to MWCOG that is being pursued in parallel to this request for assistance from the federal government.

Respectfully,

George S. Aburn Jr

Tad Aburn

tadaburn@gmail.com

(443) 829-3652

ccs:

Christian Dorsey, Chair, MWCOG Board
Reuben Collins, Chair, TPB
Anita Bonds, Chair, MWAQC
Ted Dernoga, Vice Chair, MWAQC
Takis Karentionis, Chair CEEPC
Era Pandya, Chair, ACPAC
Julie Kimmel, Vice Chair, ACPAC
Cristina Fernandez, USEPA
Mike Gordon, USEPA
Angus Welch, USEPA
Eric Schaefer, EIP
Leah Kelly, EIP
Anne Havemann, CCAN
Shailen Bhatt, Administrator, US FHWA
Christophe Lawson, US FHWA
Nuria Fernandez, Administrator, FTA
Dr. Sacoby Wilson, UMCP CEEJH
Phil Mendelson, DC Council
Clark Mercer, MWCOG
Kanti Srikanth, MWCOG
Lyn Erikson, MWCOG TPB
Jeff King, MWCOG MWAQC

Attachments

ATTACHMENT 2

August 14, 202

Tad Aburn
39724 East Sun Drive, Unit 213
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(443) 829-3652

July 10, 2023

Adam Ortiz, Regional Administrator
U.S. Environmental Protection Agency, Region 3
Four Penn Center
1600 JFK Boulevard
Philadelphia, PA 19103-2029

Terry Garcia Crews, Regional Administrator
U.S. Federal Transit Administration, Region 3
1835 Market Street
Suite 1910
Philadelphia, PA 19103

Marianne Engelman-Lado, Acting Principal Deputy Assistant Administrator
Mathew Tejada, Deputy Assistant Administrator for Environmental Justice
Lilian Sotolongo Dorka, Deputy Assistant Administrator For External Civil Rights
U.S. Environmental Protection Agency
Office of Environmental Justice and External Civil Rights (OEJEER)
1200 Pennsylvania Avenue
WJC Building North, Room: 1448K
Washington, DC 20460

Re: Federal Funding and Environmental Justice

Regional Administrators Ortiz and Crews, Acting Principal Deputy Assistant
Administrator Engelman-Lado and Deputy Assistant Administrators Tejada and Dorka :

I am writing for your assistance on an environmental justice issue in Prince George's
County Maryland and numerous other communities of color throughout the Metropolitan
Washington area. I am writing to you as a group ... as the issue cuts across several
federal agencies and involves federally approved air quality and transportation plans

and government supported environmental racism. There are also potential civil rights issues.

The issue can be summarized as follows:

- The Metropolitan Washington Council of Governments (MWCOCG) will soon be submitting air quality and transportation plans that require federal approval
- These plans will continue to support systemic environmental racism by ignoring how “business as usual” processes for implementing federally approved plans clearly create high-risk air pollution hotspots and environmental injustices in communities of color across the MWCOCG region.
- As federal policy on environmental justice continues to evolve, at a minimum, these federally approved plans must include enforceable language that ensures that implementation of federally approved plans, especially when implementation involves federal transportation funding, will not create environmental justice problems and that existing environmental justice problems are not made worse.
- This is currently happening in Prince George’s County and throughout the MWCOCG region.
- MWCOCG appears to be unconcerned about this problem.

Based on President Biden's policies I urge you to make sure that environmental justice is addressed aggressively in these federally approved plans.

By way of introduction, my name is Tad Aburn. Last year I was the Director of the Maryland Department of the Environment's Air and Radiation Management Administration. I was a member of the NACAA Board for many years and a 2-time President. I chaired the NACAA Criteria Pollutants Committee for over 15 years. I was a member of MWCOCG's air quality committee (MWAQC) and chaired the MWAQC technical committee many times. I have considerable experience with the transportation conformity process and transportation related air pollution problems. I have many friends at EPA in Washington, Philadelphia and RTP. I am now retired and commenting today as a volunteer working for several Prince George's County environmental justice communities. I received my environmental engineering degree from Brown University.

Air quality improved dramatically during my career. Maryland’s efforts on climate change are amongst the best in the Country. I am proud of both of these accomplishments. Unfortunately, environmental justice has been overlooked for many, many years. I am not proud of that.

The issues I am raising at MWCOG are not uncommon ... They exist in many metropolitan areas. I am pushing these issues in the Washington, DC area, not because the region is inept, but because the area and its elected leadership have a long history of being environmentally progressive. For reasons that are not clear to me, MWCOG has chosen to ignore environmental justice problems resulting from transportation planning and projects creating air pollution hotspots in communities of color.

A few of the over 30 letters and public comments I have submitted to MWCOG are attached. Some of these letters provide sample language for including environmental justice from air pollution hotspots in federally approved air quality and transportation plans. Recent letters have also provided a simple framework for how MWCOG could begin to effectively address this serious issue. There has been no meaningful response. Knowing how strongly many of the elected members of MWCOG support the need to address environmental justice and racial equity, I believe there has been a significant communication breakdown between the MWCOG elected leadership and the MWCOG staff.

I have read the EPA legal analysis that identifies a long list of federal authorities and other federal tools to begin to more aggressively address environmental justice. It appears that both EPA and FHWA/FTA have ample authority to require areas like MWCOG to include enforceable requirements in their federally approved air quality and transportation plans to ensure that implementation of those plans does not create new environmental justice problems or make existing environmental justice problems worse.

I request that you use these authorities to require this in the air quality and transportation plans that will be submitted by MWCOG and the states over the next year.

I have already begun to work with Cristina Fernandez, the Air Director for EPA Region 3 on this issue. I would be happy to provide a more detailed briefing to the federal agencies who I believe can be a key driver for making real, timely progress on environmental justice.

I have also attached a civil rights complaint to MWCOG that is being pursued in parallel to this request for assistance from the federal government.

Respectfully,

George S. Aburn Jr

Tad Aburn

tadaburn@gmail.com

(443) 829-3652

ccs:

Christian Dorsey, Chair, MWCOG Board
Reuben Collins, Chair, TPB
Anita Bonds, Chair, MWAQC
Ted Dernoga, Vice Chair, MWAQC
Takis Karentionis, Chair CEEPC
Era Pandya, Chair, ACPAC
Julie Kimmel, Vice Chair, ACPAC
Cristina Fernandez, USEPA
Mike Gordon, USEPA
Angus Welch, USEPA
Eric Schaefer, EIP
Leah Kelly, EIP
Anne Havemann, CCAN
Shailen Bhatt, Administrator, US FHWA
Christophe Lawson, US FHWA
Nuria Fernandez, Administrator, FTA
Dr. Sacoby Wilson, UMCP CEEJH
Phil Mendelson, DC Council
Clark Mercer, MWCOG
Kanti Srikanth, MWCOG
Lyn Erikson, MWCOG TPB
Jeff King, MWCOG MWAQC

Attachments

TITLE VI/DISCRIMINATION COMPLAINT FORM

Section I

Name: George S.Aburn

Address: Town of Cheverly, 6401 Forest Road, Cheverly MD 20785 or 39724 East
Sun Drive, FI DE

Telephone Numbers: (443) 829-3652

Electronic Mail Address:

tadaburn@gmail.com

Accessible Format Requirements?

Large Print NA Audio tape NA

TDD NA Other NA

Section II

Are you filing this complaint on your own behalf?

Yes No

[If you answered "yes" to this question, go to Section III.]

If not, please supply the name and relationship of the person for whom you are complaining:

Communities of color across the Metropolitan Washington Council of Governments (MWCOG) region

Please explain why you have filed for a third party.

MWCOG is ignoring serious public health risks and the civil rights of communities of color across the MWCOG region. The data and analysis demonstrating these high risks is definitive and readily available. Public comment on this issue since 2022 has virtually been ignored.

If you are filing on behalf

of a third party, have you have obtained the permission of the aggrieved party?

Yes and no. Actually not applicable.

Section III

Have you filed this complaint with any other federal, state or local agency, or with any federal or state court?

Yes No

If Yes, please

list:

USEPA,

USFHWA.

USFTA

Federal agency Yes _____ State Agency _____

Local Agency _____ Federal Court _____

Have you filed a lawsuit regarding this complaint? Yes No

If you answered “yes” to either of the two previous questions, please provide a copy of the complaint form or lawsuit. [Note: This above information is helpful for administrative tracking purposes. However, if litigation is pending regarding the same issues, we defer to the decision of the court, and COG will not take action.]

Attached

Name of office or department you believe discriminated against you:

Office or Department

MWCOG as a whole is discriminating against communities of color across the
MWCOG region_____

Name of Individual (if applicable)_____NA_____

Address_____

City_____State_____Zip code_____

Telephone_____

Basis(es) for complaint, check all that apply:

Race Color National Origin Gender Disability

On separate sheets, please describe your complaint. You should include specific details such as names, dates, times, witnesses, and any other information that would assist us in our investigation of your allegations. Please also provide any other documentation that is relevant to this complaint.

Description of complaint attached. Additional documentation attached.

Please sign here: **George S. Aburn Jr.** (fully signed version sent by US mail)_____

Date:_____July 10, 2023

You may attach any written materials or other information that you think is relevant to your complaint.

Please mail your completed form to: Title VI Officer, Metropolitan Washington Council of Governments, 777 North Capitol Street NE, Suite 300, Washington, DC 20002

Any individual, group of individuals, or entity that believes he/she, they, or it have been subjected to discrimination prohibited by Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, the Civil Rights Restoration Act of 1987, and the Americans with Disabilities Act of 1990, relating to any program or activity administered by COG or its sub-recipients, consultants, and/or contractors, intimidation or retaliation of any kind is prohibited by law, may file a formal complaint with COG's Title VI Officer by completing and signing COG's Title VI Complaint Form. A formal complaint must be submitted in writing within 180 calendar days from the date of the alleged occurrence or when the alleged discrimination became known to the complainant. Complaints should be mailed to Title VI Officer, Metropolitan Washington Council of Governments, 777 North Capitol Street NE, Suite 300, Washington, DC 20002.

COG will acknowledge receipt of the complaint within 5 business days and determine if it accepts the complaint for investigation. Once accepted, COG will notify the parties within 5 calendar days. COG then has 40 calendar days to investigate the complaint. The investigation will be forwarded to the appropriate state agency within 60 calendar days of the acceptance of the complaint. Refer to COG's Nondiscrimination Complaint Procedures for additional information.

A person may also file a complaint directly with the appropriate state agency or the Federal Transit Administration at the following:

Virginia:

Civil Rights Division Administrator
Virginia Department of Transportation
Civil Rights Division
1401 E. Broad St.
Richmond, VA 23219
Telephone: (804) 786-2085
Toll free: (888) 508-3737; (TTY/TDD 711)

Equal Opportunity Compliance Programs
Maryland Transit Administration
6 Saint Paul Street
Baltimore, Maryland 21202
Web: mta.maryland.gov
Telephone: (410) 539-3497 (TTY)

District of Columbia:

U.S. Department of Transportation
Federal Highway Administration
Virginia Division
Office of Civil Rights
400 N. 8th St., Suite 750
Richmond, VA 23219

District Department of Transportation
Office of Civil Rights
55 M Street, SE, Suite 400
Washington, DC 20003
Telephone: (202) 673-6813
Fax: (202) 671-0650

Maryland:

Maryland Department of Transportation
Title VI Program Manager
Office of Diversity and Equity
7201 Corporate Center Drive
Hanover, Maryland 21076

Federal Transit Administration:

FTA Office of Civil Rights
Attention: Complaint Team
East Building, 5th Floor - TCR
1200 New Jersey Ave., SE
Washington, DC 20590

Alternative formats of this form can be made available upon request. Visit

www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD)

Attachment to MWCOG Title VI Complaint Form

Summary of Discrimination by the Metropolitan Washington Council of Governments (MWCOG)

Ignoring How MWCOG Regional Planning Processes are Creating High Risk Air Pollution Hotspots in Communities of Color Across the MWCOG Region - July 10, 2023

There is a clear record that MWCOG is ignoring the well documented issue that regional transportation and air quality planning processes and policies being developed by MWCOG and implemented by MWCOG members are creating high-risk air pollution hotspots in communities of color throughout the MWCOG region. It is my belief that this is being driven by MWCOG staff and, given the clear desire on the part of most elected MWCOG members to aggressively address racial equity, that elected members of MWCOG have not been adequately briefed on this serious issue.

I have attached a small sample of the more than 30 letters that have been written on this issue since late 2022. The MWCOG staff can provide a complete record. There have been virtually no written responses to the concerns being raised. This appears to be a violation of MWCOG's federally approved communication process for transportation planning.

The data and analyses that demonstrate that regional transportation and air quality planning and policies are readily available through MWCOG transportation and air quality technical committees. The Metropolitan Washington Air Quality Committee (MWAQC) was briefed on some of this data and analysis by Dr. Russ Dickerson. Doctor Dickerson commented that transportation related air pollution in the Ivy City area, one of the many environmental justice (EJ) communities in the region, were "alarming". In a 2021 report, the Maryland Department of the Environment concluded that the transportation driven air pollution plume from the Washington Ozone Nonattainment area was the most important contributor to air pollution hotspots in the EJ community around Sherriff Road in Prince George's County.

There appears to be a systematic, region-wide effort being made to ignore this critical racial discrimination issue and to ignore the civil rights of individuals living in communities of color across the MWCOG region.

If additional information, above and beyond what has already been provided in my letters, please feel free to contact me at tadaburn@gmail.com or (443) 829-3652.